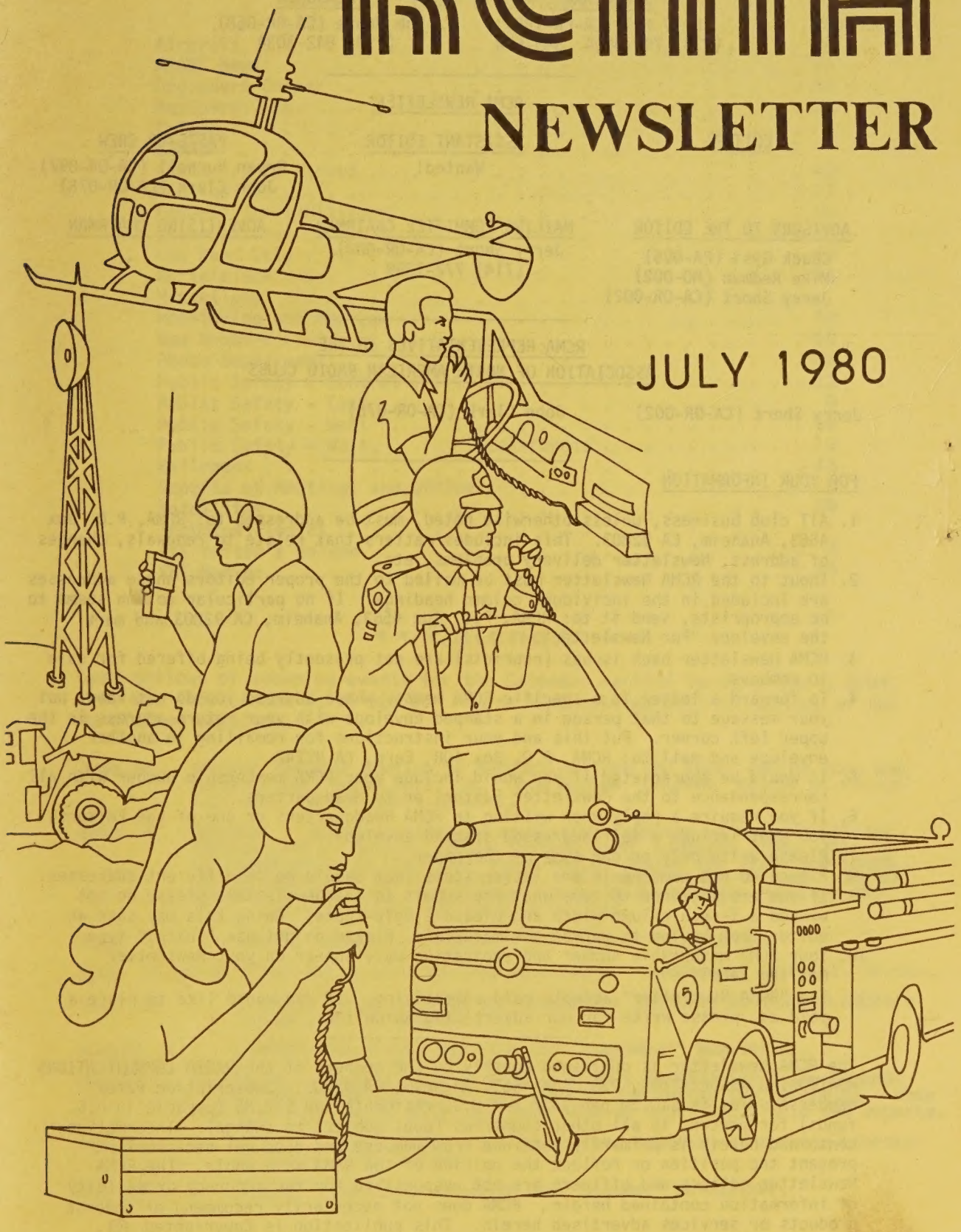
RCMA

NEWSLETTER



JULY 1980

FIRST NATIONAL AND INTERNATIONAL ORGANIZATION
OF MONITOR RADIO LISTENERS

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RCMA NEWSLETTER

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John Clark (CA-OR-078)

FOR YOUR INFORMATION

1. All club business, unless otherwise noted, must be addressed to: RCMA, P.O. Box 4563, Anaheim, CA 92803. This includes matters that relate to renewals, changes of address, Newsletter delivery problems, etc.
2. Input to the RCMA Newsletter must be mailed to the proper editors whose addresses are included in the individual column headings. If no particular column seems to be appropriate, send it to: RCMA, P.O. Box 4563, Anaheim, CA 92803 and mark the envelope "For Newsletter".
3. RCMA Newsletter back issues (reprints) are not presently being offered for sale to members.
4. To forward a letter to a specific RCMA member whose address you do not know, put your message to that person in a stamped envelope with your return address in the upper left corner. Put this and your instructions for remailing in another envelope and mail to: RCMA, P.O. Box 408, Earp, CA 92242.
5. It would be appreciated if you would include your RCMA membership number with all correspondence to the Newsletter Editors or to Headquarters.
6. If you require a reply when writing to RCMA Headquarters or one of the Editors, you MUST include a self-addressed stamped envelope.
7. Please write only on one side of the paper.
8. Please do not combine in one letter items that should go to different addresses.
9. If you are inclined to type what you submit to the Newsletter, please do not exceed a 7-inch column width and please single-space. Doing this may save an editor from having to retype the material. Please do not use "*script*" type.
10. Your RCMA membership number and expiration date appear on your Newsletter mailing label.
11. The "RCMA Newsletter" accepts paid advertising. If you would like to place a paid ad, please write for our advertising guidelines.

The RCMA Newsletter is published monthly by the members of the RADIO COMMUNICATIONS MONITORING ASSOCIATION, P.O. Box 4563, Anaheim, CA 92803. Subscription rate/membership fee is $10.50 per year for U.S. residents and $12.85 (payable in U.S. funds) for persons in all other countries (dues subject to change). Information contained herein is primarily obtained from members and does not necessarily present the position or reflect the opinion of the RCMA as a whole. The RCMA Newsletter editors and officers are not responsible for the accuracy or validity of information contained herein. RCMA does not necessarily recommend or endorse products or services advertised herein. This publication is Copyrighted ©. Reproduction of any material in this Newsletter is prohibited without prior written permission.

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JULY 1980 ISSUE NO. 53
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RCMA, P.O. Box 4563, Anaheim, CA 92803

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** Calendar **

Send notices of upcoming events for the Calendar section to John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803. Please send notices well in advance of the Newsletter deadline.

June 20 FRIDAY General meeting at Mercury Savings and Loan, Valley View and Lincoln Ave, Buena Park, Ca. Gene Hughes CALA006 editor of Police Call will be our guest speaker.

July 1 TUESDAY Board meeting and newsletter labeling at Anaheim Library Branch 1349 S. Euclid. Board meeting 6:PM Labeling 7:PM. This is an opportunity to have your voice heard, assist the club, and catch up on the latest scanner activity. All members are welcome. Any DX members in the area on vacation. Here is a good spot to break the trip. We can use all the help we can get.

July 4 MONDAY Newsletter deadline for "August" Newsletter.

July 18-19-20 Combined general meeting with ANARC. University of Calif, Irvine.

July 29 TUESDAY Board Meeting and Newsletter labeling at Anaheim Library Branch 1349 S. Euclid.

August 4 MONDAY Newsletter deadline for "September" Newsletter.

August 16 SATURDAY MOUNTAIN TOPPING tour with Karl CAOR022 and Denny CAOR004 Every one knows the higher the antenna the better the reception. This is the opportunity to go for some line of sight DXing with two experts.

September 2 TUESDAY Board Meeting and Newsletter labeling at Anaheim Library Branch 1349 S. Euclid.

September 8 MONDAY Newsletter deadline for "October" Newsletter.

CALANDER CONTINUE

Sepetmber 19 FRIDAY General meeting at Mercury Savings and Loan, Valley View and Lincoln Ave, Buena Park, Ca. This is to be one of our Sharing Sessions. Everyone is encouraged to bring something to share with the others.

September 30 TUESDAY Board Meeting and Newsletter labeling at Anaheim Library Branch 1349 S. Euclid.

October 6 MONDAY Newsletter deadline for "November" Newsletter.

October 17 FRIDAY General Meeting and a tour of KOCE Channel 50 TV satellite facility. Golden West College campus, Huntington Beach California.

November 4 TUESDAY Board Meeting and Newsletter labeling at Anaheim Library Branch 1349 S. Euclid.

November 10 MONDAY Newsletter deadline for "December" Newsletter.

November 21 FRIDAY General Meeting. Gordon West CAOR017 noted west coast editor and Larry Guy of the FCC tentatively scheduled.

December 2 TUESDAY Board Meeting and Newsletter labeling at Anaheim Library Branch 1349 S. Euclid.

December 8 MONDAY Newsletter deadline for "Janurary" Newsletter.

Janurary 4 TUESDAY Board Meeting and Newsletter labeling at Anaheim Library Branch 1349 S. Euclid.

Reports of Meetings and Officers

Send reports (informal accounts) of RCMA meetings, gatherings, etc. which have occured to: John Clark, RCMA, P.O. Box 4563, Anaheim, CA 92803.

TREASURER'S REPORT
For period ending April 30, 1980

Balance as of March 30, 1980		$ 2970.44
Received:		
For membership:		
New (144)	$ 1351.95	
Renewal (17)	210.20	
Ads		
Alfred Home Products	36.00	
Code 20	36.00	
Sample copies	1.50	
Back issues	4.75	+ 1640.40
Expenses:		
Bill Ell	100.00	
Noel Robertson	25.00	
George Pond	31.50	
Linda Rodgers	7.57	
Iden Rodgers	73.49	
Post master	140.00	
Pace - May Newsletter	864.32	
Pace - Applications & Info sheets	87.56	- 1329.44
Balance		$ 3281.40

the editor's column

NEW RCMA NEWSLETTER EDITOR

I, Iden Rogers - outgoing editor, am very pleased to report that with the next issue we will have a new editor who is both qualified and motivated. Chuck Gysi, our "Business, Etc." column editor, will take over as Newsletter editor. He will continue to edit his present column. Chuck has been a good column editor and I have every reason to believe that he will prove to be an excellent editor for the RCMA Newsletter.

RCMA RIVERSIDE ADDRESS

The RCMA Riverside, California P.O. Box has been or will soon be closed out. Be sure to send mail to current addresses listed elsewhere in the Newsletter.

COLUMN EDITORS NEEDED

Monitoring and the Law ---

Several members have written in to say that they want to see this column continued. It certainly is the Board's desire for such a column to continue and to flourish in the RCMA Newsletter, but it cannot appear by magic. We need a column editor for this column. The editor of this column should have some familiarity with law and it would be desirable if he had a collection, to one extent or another, of laws from around the country that pertain to our hobby of monitor radio listening. He would be required to generate some input for the column himself as well as organize input from members.

Technical Topics ---

Chuck Smith, unfortunately for us, has employment commitments that will prevent him from doing the Technical Topics column for at least 3 or 4 months. He says that even at a later date he cannot assure us that he will be in a position to resume editing the column and suggests for the benefit of the club that we seek a replacement editor. He admits that he does not want to discontinue being editor but simply cannot do it at this time. He may or may not be back with us in the future and I'm sure many members are with me in hoping that he will be able to rejoin us as a column editor in the future. Right now we need a new Technical Topics editor. This editorship does require an electronics background and an understanding of VHF/UHF radio communications. If you are interested, please let us know soon.

Aircraft ---

Mark Holmes, our present Aircraft editor, has expressed a desire to discontinue his editorship with the August issue. Mark has done a nice job but now we will have to find another interested and knowledgeable person to take over the column. The editorial responsibilities of some RCMA Newsletter columns do not require the editor to generate material himself but instead to organize what is sent to him. The Aircraft column does require the editor to generate information each month to be combined with input from the membership. Whoever takes it over must be an active aircraft listener and be knowledgeable about FAA publications, air traffic control procedures, etc. If you are interested, please let us know.

CANADA ---

Rory, our Canadian column editor, wishes to turn the column over to a new editor. He says, "Health has become too much of a problem for me to continue effectively as Canadian editor." This is truly unfortunate for Rory and for us. We now need a new editor for the CANADA column. The editor need not be a Canadian but it would be better if he were. Ideally he would be fluent in both written English and French though this is not a requirement. Does anyone want to edit the CANADA column? If so, please let us know. We feel it is important to actively include Canadian members in our club and it is much easier to do with a column.

2A con't on page 59 thank you paste up.

THE editor's column (continued)

MONITORING AND COMPUTERS COLUMN

Only a few responses were received regarding the proposed new column and certainly not enough to warrant the starting of a new column. Here are a couple of the letters received.

From ERIC (CA-LA-216):

This letter is in response to your column in the May Newsletter in which you requested members who have access to or own their own home computers and would like to see a new column on monitoring and computers to write in.

I do not own my own home computer, however I am a student at the University of Southern California where I have access to their computer center.

If this new column is created, I would like to see it provide the means through which members would share ideas on how to create programs which will file frequency lists as well as a program to organize the FCC allocation tables, etc.

I would consider helping in the editing of this column but do not feel that I am quite qualified since I do not actually own a home computer and that I only have access to one for 9 months out of the year (i.e. during the school year). Nevertheless, I would like to see such a column set up and I feel that I would be able to provide some information to the other members on this topic.

From GEORGE (CO-07):

I say a computer column should be considered. It might not be a monthly one, but there are enough uses for a computer in monitoring to make for several per year for a while at least.

I see two areas where a computer could be useful to monitoring plus some areas of benefit to the club.

One is, as you mentioned, record keeping. I plan to use my TRS-80 for keeping the detailed frequency lists that I currently maintain by hand. However, I need $2000-2500 worth of equipment on top of the $1000 I already have spent. Someday, interest will come down, I hope.

Two: more and more, public safety departments are going to computer aided dispatch (CAD) systems like the St. Louis system in the Feb/Mar issue. Aurora is using one now in the testing and training phase. A computer is perfect for monitoring this type of transmission.

You have mentioned, in the past, that the club officers need to be in the same area, as club business couldn't be handled by letter and phone calls would be too expensive.

A possible way of getting around this involves computers. There are two services available to anyone for a fee. Most of the larger metro areas have a no-toll connection to the central computer. The hourly rates are fairly low ($2.75 and 5.00/hour) and it might be possible to utilize one of these to connect the officers for "meetings" and messages. The primary use of these computers is for message storage and delivery.

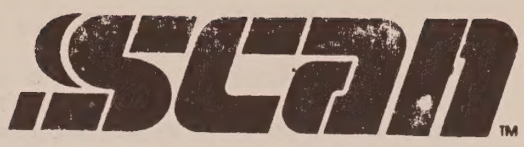
It might also be possible to use this system to send input to the Editors. It would come out, typed, ready to cut and paste. In fact, there are programs (on some computers, I don't know if these two have them) that will take a raw input and format it, left and right with paragraphing, page headings, page numbers, proper spacing, etc. ready to print.

I am willing to help with a computer column, at least the software end of it (I am a DP systems analyst by profession), but don't want to say I will do it all. I have the time, but have a bad habit of saying "I'll get that done tommorrow."

Also consider that the hardware section might be part of the TECHNICAL TOPICS column with a "vice" editor if necessary.

letter's etc,,,,,,,

SCANNER ASSOCIATION OF NORTH AMERICA



Suite 1212 • 111 E. Wacker Drive • Chicago • Illinois 60601

May 16, 1980

Iden B. Rogers
RCMA Newsletter Editor
P.O. Box 4693
Riverside, CA 92514

Dear Iden:

The attached open letter to RCMA members speaks for itself.

I sincerely hope that you will be able to publish it or otherwise circulate it among your membership. Thank you!

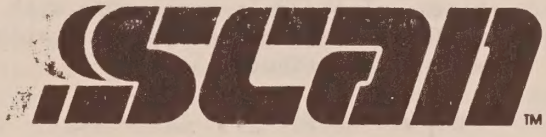
Yours truly,

Robert A. Hanson
Managing Director

RAH/kk
Attachment
cc: John R. Clark

Sponsored by Electra Company as a public service

SCANNER ASSOCIATION OF NORTH AMERICA



Suite 1212 • 111 E. Wacker Drive • Chicago • Illinois 60601

May 16, 1980

AN OPEN LETTER TO ALL RCMA MEMBERS

Dear Fellow Scanner Enthusiast:

I have just received the April issue of CB Magazine and was stunned to see the story headlined "SCAN VS. RCMA". This total distortion of SCAN and its intentions has me, and I'm sure most of our members, very upset. We are not in a contest with RCMA, or in a battle to prove we're larger or better. Our mission is to be of service to monitoring enthusiasts, just like RCMA. And I happen to believe that this is a case where "one plus one" can equal three! There'll be some things you'll be doing better and some things we'll do to add a different dimension to our hobby. And two powerful organizations together can help protect our rights to use scanners and perhaps make some progress in rescinding those ridiculous mobile scanner laws.

Mr. West has done our hobby and both of our organizations a great disservice. I have no quarrel whatsoever with his efforts to promote scanning and RCMA. I applaud it! As Managing Director of SCAN, however, I have been trying for many months to get some coverage for our organization also. Not "equal time" as he incorrectly stated, just some balance in his editorial coverage so people would know that we exist. After months of unsuccessful efforts I felt that calling to his attention the size of our organization might convince him that we deserved this coverage. What motivated "Gordo" to now try to turn this into a battle between our organizations completely mystifies me. However, some things do need clarification.

With the exception of a handful of complimentary memberships (including two RCMA officers) all of our 31,000 members pay dues. We do have a flyer packed in with each Bearcat radio promoting the club which offers a discount of $2.00 off our regular $10.00 dues rate. We have also made that offer in a few ads in order to encourage new members to join. It is also true that during our start-up phase, Electra Company has underwritten our operating deficit and continues to help with other projects, like our computerized frequency listing service. But never has anyone been automatically "memberized" when they bought a radio. Our members pay to belong and Mr. West, from several conversations I've personally had with him, knows it. I will leave it to you to decide what that says about his journalistic integrity and honesty.

I sincerely hope that this unfortunate article in a CB publication will not damage the relationship between our two unique and growing organizations. I couldn't agree more with one comment from the article: it really doesn't matter which organization has more members. We both have much to contribute!

Best wishes for good listening!

Robert A. Hanson

Robert A. Hanson
Managing Director

RAH/kk

Sponsored by Electra Company as a public service

From Andrew BALLAS new member

Andrew says in case your members are unaware U.S.F.S.operations in connection with the Mt. St. Helens eruption are on the Gifford Pinchot National Forest frequencies; 172.325, 171.425, and 170.500. 172.325 seems to be the busiest. Due to distance and terrain, I have been able to only identify two of the units, but these seem to be the most worthwhile; 29 Juliet Command Center, Vancouver Washington, and X-ray 2, the Forest Service helicopter which overflies the mountain and gives an account of any volcanic activity.

CORRECTION !!!

In our May 1980 Newsletter page 4 we placed a reprint of a February 24, 1980 Riverside Press-Enterprise (Riverside, Ca) article pertaining to Communications Electronics of Ann Arbor Michigan. The article indicated that Communications Electronics was not operating in the best interests of the consumer.

We are most happy to reprint the following documents which indicate that the statements in our May 1980 Newsletter were inaccurate. We hope this will correct any false impressions our May issue may have generated.

Consumer News Inc.

813 National Press Building, Washington, D.C. 20045
202-737-1190

Publishers of:
Consumer Newsweekly
Consumer Contact
HELP-MATE
Help: The *Useful* Almanac

February 26, 1980

Mr. Kenneth Ascher
Communications Electronics
854 Phoenix, Box 1002
Ann Arbor, MI 48106

Dear Mr. Ascher:

Pursuant to our telephone calls, I am proposing the following correction to be sent out to each paper taking the column:

> CORRECTION: A letter quoted in an earlier column said erroneously that Electra Co., maker of Bearcat scanners, had stopped selling to Communications Electronics because of unstated "problems" with the latter firm. In fact, Electra continues to sell to the firm with "no particular problems," according to an Electra official.
>
> Information from the Detroit Better Business Bureau also proved erroneous. The Bureau now reports that Communications Electronics responded "in good time" to a questionnaire and has no unanswered complaints on record.

If the above wording is satisfactory to you, would you kindly sign the accompanying release and return one copy to our office so we can expedite the matter. If you want to make any major changes, please do so and return both copies for our consideration. But bear in mind that brevity may be best for all concerned.

We sincerely regret any inaccuracies due to taking our reader's comments or those of the BBB in good faith.

Sincerely,

Patrice Hill

Patrice Hill

AMERICAN RADIO RELAY LEAGUE

225 MAIN ST., NEWINGTON, CONNECTICUT 06111 • TEL. (203) 667-2494

ADVERTISING DEPARTMENT

March 26, 1980

Lloyd Buechel, WA9PNN
102 E. Grand Street
Chilton, Wisconsin 53014

Dear Lloyd:

In reference to your recent letter about Communications Electronics, I telephoned Ken Ascher, their President, this morning.

Ken and I were able to arrange a conference call to the Detroit Better Business Bureau. Their representative explained to me that the "Help Mate" column was very much in error. In fact, the Detroit BBB received only one inquiry on Communications Electronics. An inquiry, by the way, is not a complaint - just a request for information about a firm. The BBB further advised that the questionnaire sent to Ken was promptly returned, and that there are absolutely no complaints against Communications Electronics in their file. This appears very much at variance with the column's remarks about "so many inquiries" and that "the company has not returned the questionnaire or resolved the complaints".

The Detroit BBB is quite upset that the column's publisher, Consumer News, Inc. of Washington, DC, misrepresented the information in the BBB files. I can only remark that one cannot always believe as gospel what one reads in consumer-assistance sections of the newspapers...

73,

Alexander N. Gerli, AC1Y
Assistant Advertising Manager

COMMUNICATIONS ELECTRONICS™

Communications Electronics™
World Headquarters

854 Phoenix
Box 1002
Ann Arbor, Michigan 48106 U.S.A.

24 hour telephone (313) 994-4444

Kenneth A. Ascher
President

May 1, 1980

Mr. Jerry Short
RCMA
1813 Chanticleer Road
Anaheim CA 92804

Dear Jerry:

It was nice to talk with you today. I have enclosed a copy of a letter from QST Magazine as a result of the article that your organization published in the May, 1980 RCMA newsletter. I hope this will assist you in correcting this matter with the membership. I am also enclosing a copy of a suggested correction that Consumer News would like us to sign.

At the present time, the wording on the Consumer News retraction is not acceptable to us. Consumer News indicates that they will not print a retraction unless we agree not to sue them.

We have received a statement from the Detroit BBB indicating that there were absolutely no complaints about our company. We have been marketing scanners for ten years and I think that this would be an excellent record.

Would you please tell us which individual at the Riverside Press-Enterprise gave your member permission to have this copyrighted article reprinted?

Since Communications Electronics is the leader in worldwide distribution of scanner products and has been serving thousands of customers over the last ten years, I am confident that we can assist your members with their special needs.

If you need any further information Jerry, I would be happy to talk with you or any other members again.

Very truly yours,

Ken Ascher

Ken Ascher (MI-008)

encls.

KA/fur

Public Safety

This column is for reporting Public Safety and Special Emergency frequency information, radio system details, radio codes, dispatch areas, unit numbering systems, etc. for police, sheriff, fire, forestry (except USFS), fish and game, highway patrol, state police, prisons, prisoner work camps, local government, highway & street maintenance, port authority/bridge maintenance, animal control, ambulances, paramedics, hospitals, life guards, ski patrol, search & rescue, flood control, civil defense and disaster organizations. Input and questions for this column must be sent to the proper regional Public Safety editor listed below.

PUBLIC SAFETY - EAST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Connecticut, Delaware, District of Columbia, Florida, Georgia, Maine, Maryland, Massachusetts, New Hampshire, New Jersey, New York, North Carolina, Ohio, Pennsylvania, Rhode Island, South Carolina, Vermont, Virginia and West Virginia to: Richard Barnett, P.O. Box 428, Newton Highlands, MA 02161.

Well, so what's new? Mail is absolutely pouring in from Ohio, Maryland & Georgia- while those other states in the East whom I never receive data about, such as North and South Carolina, New Hampshire and Vermont, have still not yet been heard from. It is obviously much easier for me to just use the copy which you contributing members have been sending in, so if it's all right with everyone, I'd like to continue that way. A Georgia member,whom I shall have remain nameless, has been very generous with little tid-bits of information about that state, but his notes are on all different types of paper, and it seems as though his notes are in all different types of languages as well. I just can't read this member's handwriting, and when I can discern this man's scribblings, the information is so jumbled, it seems, that I can't write out a cogent re-working for you readers. The reason I'm telling all of the membership about this,and not just the one culprit, is so that hopefully the problem will not re-occur. This month I am having even more information printed on the state of Ohio because the freq. data I received was neatly and concisely typed. I don't mind re-working and re-typing your information at all, it's just that it may be a while before you, the messy membership minority, has its work printed, for I just have to spend more time on your data. Next month I will try to have the Georgia and Maryland information printed. I'm not quite sure whether it is better to have a little data about many states per article, or whether is easier for you to read a lot of information about one state each month. Please let me know your opinions. I know Ohio has received a lot of press lately from this editor, but I'll try to put that state on the back burner for a while after this issue. That doesn't mean you Ohio members should stop sending in the data though. Anyway, below is a portion of probably the best work ever sent in to me. GREAT JOB HUGH!

OHIO

From Hugh (OH-018)

CLEVELAND POLICE RADIO SYSTEM KQY 597 (all repeaters)

channel	freq.-mz	assignment	
1	460.225	district 1	far west side
2	460.400	district 2	west side
3	460.150	district 3	downtown
4	460.475	district 4	south side
5	460.275	district 5	east side
6	460.450	district 6	far east side
7	460.125	city wide	traffic control,tow office
8	460.500	city wide	district back-up
9	460.350	city wide	detectives

HIGH BAND SYSTEM KQA 550 (simplex)

A	155.010	city wide,base and mobile
B	154.845	city wide,mobile only-low power
C	154.830	city wide,mobile only-low power
D	154.815	city wide,mobile only-low power
E	154.800	city wide,mobile only-low power
F	154.785	city wide,base and mobile

OPERATION: Units in the uhf system have all nine channels. This system is used for normal district dispatch. Units in the highband vhf system have all channels and are from specialized departments ie; detectives, swat,juvenile,task force etc.

MOBILE COMPUTER SYSTEM KQY 597 (repeaters) ascii language

1	462.950 Mhz
2	462.975

Note: One unit on each shift in each district has the Ohio Law Enforcement Emergency Radio Network radio on 154.935 Mhz.
The communications center has a base radio on the county wide mutual aid radio network on 155.370 Mhz.
Radio service techs.use 158.850Mhz KQA 550 (simplex)

CLEVELAND FIRE RADIO KQA 216

33.900 Mhz	main dispatch.....channel 1 (repeater)
33.720	multi-alarm.....channel 2 (repeater)
45.880	lowband county-wide mutual aid..base only
153.890	company to company.....channel 1 (simplex)
154.145	working fire,tactical..channel 2 " "
154.010	working fire,tactical..channel 3 " "
154.070	working fire,tactical..channel 4 " "
153.950	battalion chiefs.....channel 5 " "
153.930	back-up.....channel 6 " "
153.830	firecom maintenance..... " "
154.280	highband county-wide mutual aid..baseonly

CITY OF CLEVELAND LOCAL GOVERNMENT FREQS.

Street Department	154.040 Mhz	west	KUQ 834
	154.085	east	(simplex)
House of correction	155.055 Mhz		KAW 838
City paging	154.100		KFI 606
Air pollution agency	37.180	channel 1	KUG 624
	37.100	channel 2	
Board of Education	453.275 Mhz	ch. 1	security/maint.
(all repeaters)	453.525	ch. 2	schlbus dispatch
KUZ 663	453.600	ch. 3	schlbus dispatch
Utility Department	158.760	(repeater)	KQK 354,355
Water Department	453.375	(repeater)	KSI 645
Div.light & Power	153.500		KQH 799

SUBURBAN UNIT NUMBER CLASSIFICATION SYSTEM POLICE

01-30	general purpose cruisers
31-39	traffic and accident investigation
40-49	investigation equiptment cars
50-59	undercover cars
60-69	motorcycles and portables
70-79	portables
80-89	executive cars ...81 is chief's car
90-99	Misc: ambulances,tow trucks,dog catcher, signal maint. e

- -

Example: Brookpark's numbers are 2100-2199, a call for 2115 would be asking for a general purpose car. A call for 2155 would be for a detective car. A call for 2177 would be for an officer out of his car on a handy-talkie.....etc.

NON-NETWORK GROUPS			
460.025 Mhz ch 2		unit numbers	call sign
(repeater)	Lakewood	200-299	KQB 421
460.075 Mhz *			
(repeater)			
39.120 Mhz *			
39.260 ch2			
39.160 ch3	Parma	100-300	KQB 344
39.320 ch4			
39.580 ch5			
39.860 Mhz *			
39.940 ch2			
39.680 ch3	Euclid	200-500	KQB 221
39.740 ch4			
39.580 ch5			

Note: Radio networks are divided into districts;
District 1, 155.535 Mhz Data center....Olmsted Falls
District 2, 39.160 Mhz Data center....Strongsville
District 3, 39.600 Mhz Data center....Shaker Hts.
District 4, 39.680 Mhz Data center....Cleveland Hts.
These channels will be used for CRIS (Cuyahoga Regional Information System) a county-wide information data service, sched operational Jan.198
The city of Lakewood is in district 1. (all cities are in CRIS,
The city of Parma is in District 2 check local listing for
The city of Euclid is in district 4 frequency)

CLEVELAND AREA SUBURBAN POLICE RADIO NETWORKS...(*) main channel

FREQUENCY	CITIES	UNIT NUMBERS	Call Sign
155.565 Mhz *	Brookpark	2100-2199	KQD 294
(repeater)	Berea	1600-1699	KQB 393
155.535 ch3	Middleburgh Hts.	4800-4899	KLM 691
155.370 ch4	Olmsted Falls	5600-5699	KQF 471
155.850 ch5	Olmsted Twp.	5700-5799	KGY 254
155.610 ch2			
155.610 Mhz *	Bay Village	1100-1199	KQA 774
(repeater)	Fairview Park	3300-3399	KQA 404
155.370 ch3	North Olmsted	5200-5299	KQB 904
155.535 ch4	Riveredge Twp.	6400-6499	KJS 746
155,850 ch5	Rocky River	6500-6599	KQB 420
155.565 ch2	Westlake	7700-7799	KQB 519
39.020 Mhz *	Broadview Hts.	1900-1999	KWH 361
39.260 ch2	Brooklyn	2200-2299	KQB 514
39.160 ch3	Linndale	4100-4199	KQL 766
39.320 ch4	Parma Hts.	6100-6199	KQE 904
39.580 ch5	North Royalton	5400-5499	KRJ 864
	Seven Hills	6600-6699	KJD 914
	Strongsville	7100-7199	KQD 617
39.220 Mhz *	Cuyahoga Hts.	2900-2999	KQA 936
39.340 ch2	Brecksville	1800-1899	KQH 857
39.160 ch3	Valley View	7300-7399	KGY 302
39.320 ch4	Brooklyn Hts.	2300-2399	KUJ 529
39.580 ch5	Garfield Hts.	3400-3499	KQA 854
	Independence	3900-3999	KEO 311
	Newburgh Hts.	5100-5199	KSW 457
39.280 Mhz *	Bedford	1300-1399	KQB 388
39.340 ch2	Bedford Hts.	1400-1499	KGJ 684
39.600 ch3	Maple Hts.	4400-4499	KQA 935
39.320 ch4	Oakwood	5500-5599	KDZ 380
39.580 ch5	Walton Hills	7400-7499	KFS 984

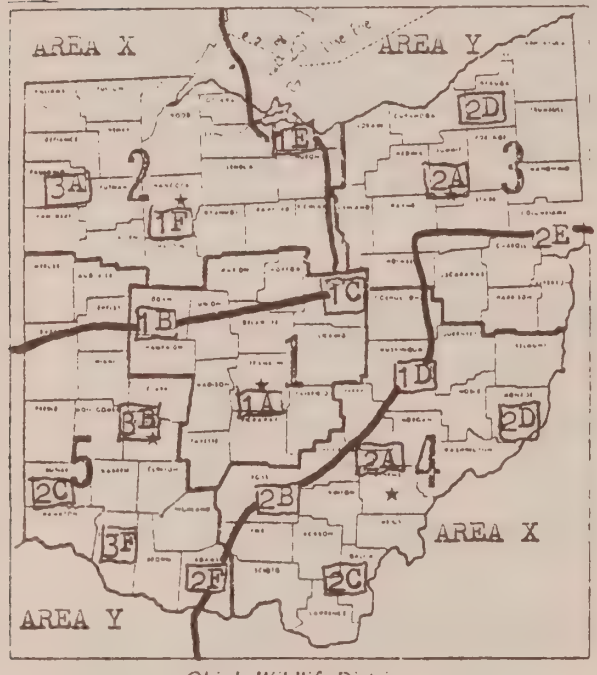
39.820 Mhz *	Chagrin Falls	2400-2499	KFO 945
39.340 ch2	Bainbridge	8400-8499	KZQ 572
39.600 ch3	Bentleyville	1500-1599	KE 4368
39.740 ch4	Chagrin Falls Twp.	2500-2599	KFO 945
39.580 ch5	Glennwillow	3600-3699	KE 7163
	Hunting Valley	3800-3899	KA 5846
	Moreland Hills	4900-4999	KFS 983
	Orange	5800-5899	KSL 863
	Pepper Pike	6200-6299	KTL 698
	Russell Twp.	8100-8199	KSU 471
	South Russell	8200-8299	KFO 826
	Solon	6800-6899	KQE 340
39.420 Mhz *	Shaker Hts.	6700-6799	KQA 520
39.340 ch2	Beachwood	1200-1299	KJE 377
39.600 ch3	North Randall	5300-5399	KAN 561
39.740 ch4	University Hts.	7200-7299	KQA 934
39.580 ch5	Warrensville Hts.	7500-7599	KQD 618
	Warrensville Twp.	7600-7699	KGR 373
39.980 Mhz *	Cleveland Hts.	2700-2799	KQA 605
39.920 ch2	South Euclid	6900-6999	KQB 506
39.680 ch3			
39.740 ch4			
39.580 ch5			
39.480 Mhz *	Mayfield Hts.	4500-4599	KJF 743
39.680 ch2	Mayfield Village	4600-4699	KJI 469
39.740 ch3	Gates Mills	3500-3599	KZQ 573
39.580 ch4	Lyndhurst	4300-4399	KFG 492
	Richmond Hts.	6300-6399	KDP 461
155.130 Mhz*	East Cleveland	3100-3199	KQA 214
155.850 ch2	Bratenhal (rptr)	1700-1799	KQA 396
155.370 ch3			

SUBURBAN CLEVELAND FIRE RADIO SYSTEMS

Frequency	City	Back-up/tactical freqs./call sign
46.100 Mhz	Broadview Hts.	46.480 Mhz KYV 296-KCI 982
	Brooklyn	153.830 mobile only KCK 534
	Brookpark	KDG 265
	Middleburg Hts.	46.500 Mhz KLI 266
	N.Royalton	46.500 KSM 940
	Seven Hills	KDP 448
	Strongsville	46.500 KCY 595
46.440 Mhz	Parma	46.100 Mhz KQH 511-KQH 508
46.460 Mhz	Beachwood	KIZ 571
	Bedford	KCU 835
	Bedford Hts.	46.300 mobile only KCR 246
	Chagrin Falls	46.400 KQH 289
	Maple Hts.	KCJ 947
	N.Randall	KAF 602
	Shaker Hts.	KQF 750
	Solon	46.500 mobile only KCR 965
	WarrensvilleHts.	KCU280-KUG 850
	University Hts.	KCJ 680
	Woodmere	KVR 892
46.500 Mhz	Euclid	KDK 784
46.480 Mhz	Brecksville	46.100 KDL 890
	Brooklyn Hts.	46.500 mobile only KDT 419
	Garfield Hts.	46.460/46.500 mobile KDJ 549
	Newburgh Hts.	153.830 mobile only KTH 625
	Independence	46.100/46.500 mobile KRB 528
	Cuyahoga Hts.	KDC 972

154.190 Mhz	Cleveland Hts.		KBU 407
	East Cleveland		KDY 295-KBW 834
	Gates Mills		KDZ 323
	Highland Hts.		KDU 598
	Lyndhurst		KCJ 824
	Mayfield		KDP 466
	Mayfield Hts.		KCT 274
	Pepper Pike	153.830 mobile only	KCZ 531
	Richmond Hts.		KDP 462
	South Euclid		KDE 300
154.250 Mhz	Bay Village	153.830 mobile only	KAP 967
	Berea		KAT 244
	Fairview Park	153.830 mobile only	KAP 968
	Lakewood		KQC 991
	North Olmsted	153.830 mobile only	KAP 972
	Olmsted Falls	153.830 mobile only	KRL 284
	Olmsted Twp.	153.830 mobile only	KYF 288
	Parma Hts.		WZJ 492
	Rocky River		KAP 969
	Westlake		KAP 970

Note: All low band channels use 45.880 Mhz for intercity communication
All High band channels use 154.280 Mhz for intersystem comm.
Some cities also have a mobile channel on tnese frequencies.



Ohio's Wildlife Districts

Statewide repeater system

reptr	freq.Mhz	input channel
1A/1B	159.375	y,z
1C/1D	159.450	x
1E/2E		
2F		
- - - - - - - - - - - - - - - - - -		
1F	159.450	x
2A	159.375	y,z
2B	159.450	x
2C	159.450	x
2D	159.375	y,z
3A	159.450	x
3B	159.375	y,z
3F	159.375	y,z

OHIO DEPARTMENT OF NATURAL RESOURCES

Statewide communications

frequency pair (x) 151.475 Mhz
159.450
frequency pair (y) 151.415 Mhz
159.375
frequency pair (z) 151.355 Mhz
159.375

Frequency assignment

Channel(x) Forestry and Wildlife
Channel(y) Wildlife and systemwide backup.
Channel(z) State parks and watercraft

- - - - - - - - - - - - - - - - -

Low band system (simplex)

Channel 1 31.340 Mhz
Channel 2 31.460 Mhz
Used by Ohio EPA and Dept.of Reclamati

Frequency pair (x) is priority system for fire emergency, statewide.

Operation:
Bases and mobiles operate simplex on the 151 frequencies. Repeaters are accessed from both by tones. The relay system is used for communication to state headquarters in Columbus and some mobile to mobile operations.

Channel/Area of operation:

Z	Statewide
Y	see map
X	see map

From Rickey (NJ-001):

OHIO UNIVERSITY SECURITY -Athens, Ohio

Signal-

1.) Out of Service
2.) In Service
3.) Call, by Phone
4.) Ok
6.) Emergency
9.) Repeat
10.) Location
19.) Return to HQ
26.) Narcotics
30.) Bomb Threat

Code-

1. ROUTINE
2. EMERGENCY
3. FIRE
4. OFFICER IN TROUBLE

A couple of last minute notes:

I received from a New Jersey member a copy of a copyrighted private listing of the New York City area radio networks. I obviously can't re-print such information, permission of the editors of the work in question is required. Remember that if you ask for a personal reply to your letters you have to be patient with me. I do have an awful lot of other responsibilities, but I will try to write you back as soon as I can. Also remember, I still receiv now and then un-annotated plain frequency lists that can be found anywhere. Don't waste everyone's time people, expand upon your information so that it has some meaning, otherwise it won't be printed. I don't expect to receive data like Hugh sent, just at least some description, explanation etc. and cogency to what your sending in. The time and date you received a particular frequency are of no interest at all -unless it is a new channel- and th clarity report on the signal itself is of no use for the most part. There is limited space so make what you send in of some usefulness. Well, it's time for me to get ready to listen in on the activity during the Boston Jubilee 350th Birthday party celebrations. The Tall Ships are coming to the harbor, the Boston Pops is playing outdoors, and the monitoring is absolutely outstanding! Let me know about your city's events which are scanner delights to

PUBLIC SAFETY - CENTRAL

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alabama, Arkansas, Iowa, Kansas, Kentucky, Louisiana, Michigan, Minnesota, Mississippi, Missouri, Nebraska, North Dakota, Oklahoma, South Dakota, Tennessee and Texas to: Mike Redman, P.O. Box 1177, St. Charles, MO 63301.

Send material and questions for Illinois, Indiana and Wisconsin to: John Arendt, 327 Boulder Hill Pass, Oswego, IL 60543.

Greetings! Welcome to our column for July. A few comments, then on to an extensive coverage of Detroit in preparation for the July 20 Convention. My thanks to BILL (AR-001) for the idea of a member crystal exchange, where members could send unneeded crystals to be swapped or sold, and buyers could inquire. I've sent a draft of the idea to Iden, and if it's acceptable, it may appear elsewhere in this issue, or next month. Bill also mentioned a problem with the MCS Crystal Company in Watseka Illinois. He ordered a fairly common frequency, which was backordered, and finally took Better Business Bureau action to get. I have ordered MCS crystals for some time without difficulty, although I wrote them a letter March 9 about crystals for Sonar units, which has not yet been answered at this writing (early May). Anyone else have problems? Perhaps some of the crystal suppliers who are reading this would like to put some paid advertising in our Newsletter?

Here's a constructive idea for a change. Many of us keep tons of data on the systems we monitor, and this includes maps. What you may wish to try to keep track on a map of system boundaries, most used channels, etc. is to take a state map of your area, and cut an 8 1/2 by 11 inch section with your town in the center. Paste this to a sheet of paper of the same size and have some copies made. Then put your notes, boundaries, etc. on the copied maps. One for fire districts, one for state patrol boundaries, etc. These can then be punched to fit a three ring binder. Sure saves having data on large state maps when you are probably only interested in local data within 50-75 miles. Since I am close to a state boundary, I have two sets- one for Missouri and one for Illinois, and they cover the parts of these states I monitor quite well. O.K. Enough of this. On to the Convention and Detroit.

MICHIGAN

Many thanks to DAN (MI-026) for the Detroit map and LARRY (MI-001) for this information on Detroit. For those of you who will be in Detroit and would like to contact Larry Smith (MI-001), he can be reached at (313) 398-9797 between 2000 and 2300 Monday thru Friday and between 1200 and 2300 on weekends. Larry advises that on some weekends he vacations at a summer cottage, where he can be reached at (517) 856-2830. I urge any of you who will be in Detroit to contact Larry for more detailed information.

MICHIGAN STATE POLICE POST 20 & 21 KQA-262

42.48	POST - POST
42.48	CAR - CAR
42.56	CAR - CAR
42.58	POST - CAR
42.58	CAR - CAR
42.68	POST - POST
42.68	CAR - CAR
42.74	CAR - POST
42.02	(NEW POST - CAR; DETROIT XWAYS ??)
42.80	(NEW CAR - POST; DETROIT XWAYS ??)

WAYNE COUNTY (MICHIGAN) POLICE FREQUENCIES (DETROIT):

453.35	CH. 1	EAST	KQA-414	MR
453.75	CH. 2	WEST	KQA-371	MR
453.30	CH. 3	CENTRAL	KQA-414	MR
453.80	CH. 4	NORTH	KQA-371	MR
453.55	CH. 5	ALL CITY	KQA-414	MR
453.25	CH. 6	----------	KQA-414	MR
453.70	CH. 7	TRAFFIC CENTRAL	KQA-414	MR
453.325	CH. 8	* STREET GANGS	KQA-414	MR
453.375	CH. 9	LEIN CHECKS	KLJ-201	MR
453.425	CH. 10	LEIN CHECKS	KLJ-201	MR
453.875	CH. 11	TACTICAL MOBILE SERVICE	KLJ-201	MR
453.925	CH. 12	COMMAND	KLJ-201	MR
453.025		ORG. CRIME TASK FORCE	---------	MR
460.275		INTERNAL AFFAIRS	---------	MR
37.06		DETROIT HOUSE OF CORRECTIONS	KWL-383	BM

(*) WAS HOMICIDE BUREAU

DETROIT CITY MOBILE SURVIELLANCE

158.97			M
158.91			M
156.03			M
156.15			M
155.85			M

BASE FREQ'S FOR MOBILE SURVIELLANCE

154.86		KQA-414	B
156.21		KQA-371	B
153.98		KXV-533	B
159.09		KQA-414	B
159.21	PAGING	KQA-371	B

155.49	ALLEN PARK	KQB-291	BM
156.15	ALLEN PARK	--------	M
155.865	ALLEN PARK	--------	M
39.82	ALLEN PARK	KTQ-291	BM
155.49	MELVINDALE	KQB-532	BM
155.865	MELVINDALE	--------	M
155.49	LINCOLN PARK	KQC-632	BM
155.865	LINCOLN PARK	--------	M
155.67	TAYLOR	KDX-561/KQA-897	BM
154.085	TAYLOR	KDX-561/KQA-897	BM
155.64	TRENTON	KQA-796	BM
155.775	TRENTON	KVZ-656	BM
155.865	TRENTON	--------	M

WAYNE COUNTY (MICHIGAN) CITY POLICE FREQUENCIES

158.85	CH. 1	DEARBORN	KQA-878	MR
154.77				M
156.00	CH. 1	DEARBORN HEIGHTS	KUY-291	MR
155.025		DEARBORN HEIGHTS	--------	M
155.925	CH. 2	DEARBORN HEIGHTS	KLC-483	BM
155.865	CH. 3	DEARBORN HEIGHTS	--------	M
156.15	CH. 4	DEARBORN HEIGHTS	--------	M
155.70		REDFORD TOWNSHIP	KRV-244	BM
155.925		REDFORD TOWNSHIP	KSK-996	BM
156.00		REDFORD TOWNSHIP	KSK-996	BM
155.865		REDFORD TOWNSHIP	--------	M
155.025		REDFORD TOWNSHIP	--------	M
155.49		RIVER ROUGE	KQA-970	BM
39.02	CH. 4	RIVERVIEW	KQH-308	BM
155/64		RIVERVIEW	KVZ-598	BM
155.775		RIVERVIEW	KVZ-656	BM
155.865		RIVERVIEW	KVZ-656	BM
155.61		HAMTRAMCK	KQA-694	BM
155.955		HARPER WOODS	KQH-664	BM

155.25		HIGHLAND PARK	KQA-329	BM
453.80		HIGHLAND PARK (DETROIT DISPATCH)	KQA-371	MR
154.815		INKSTER	KJW-486	BM
155.865		INKSTER	--------	M
155.925		INKSTER	--------	M
155.79	CH. 1	LIVONIA	KQB-717	MR
155.625	CH. 2	LIVONIA	KGL-625	BM
153.875		LIVONIA	--------	M
155.865		LIVONIA	--------	M
154.755		WESTLAND	KIZ-656	BM
154.815		WESTLAND	KIZ-656	MR
155.865		WESTLAND	--------	M

OAKLAND COUNTY (MICHIGAN) POLICE, FIRE AND AMBULANCE FREQUENCIES

*	155.01	ROYAL OAK POLICE	CH. 1	KQA-673	BM
	155.865	ROYAL OAK POLICE	CH. 4	KQJ-463	M
	154.845	ROYAL OAK POLICE	S.I.U.	-------	M
	155.94	ROYAL OAK D. P. W.		KQJ-463	BM
*	154.34	ROYAL OAK FIRE		KQD-233	BM
	45.96	SUBURBAN AMBULANCE		KUV-560	BM
*	151.205	ROYAL OAK ZOO (POLICE)		KRE-352	RP
	155.01	ROYAL OAK TWP. POLICE		KQD-916	BM
*	155.01	HAZEL PARK POLICE		KQD-400	BM
	154.845	HAZEL PARK POLICE		KQD-400	M
	154.34	HAZEL PARK FIRE		KQF-458	BM
*	155.01	BERKLEY POLICE	CH. 1	KQE-771	BM
	154.83	BERKLEY POLICE	CH. 2	KQE-771	M
	154.34	BERKLEY FIRE		-------	BM
*	154.04	HUNTINGTON WOODS POLICE		KDV-433	BM
	155.01	HUNTINGTON WOODS POLICE		KQD-713	BM
	159.03	HUNTINGTON WOODS POLICE		KQD-713	M
	154.34	HUNTINGTON WOODS FIRE		-------	BM
*	155.595	TROY POLICE	CH. 1	KQD-359	RP
	153.755	TROY POLICE	CH. 2	KQH-987	M
	153.80	TROY POLICE		-------	M
	154.235	TROY FIRE		KCQ-401	BM
	155.595	CLAWSON POLICE		KQC-428	BM
	154.235	CLAWSON FIRE		KQG-319	BM
*	155.01	MADISON HEIGHTS POLICE	CH. 1	KQD-915	BM
	155.82	MADISON HEIGHTS POLICE	D..P. W.	KBB-988	BM
	154.34	MADISON HEIGHTS FIRE		KJP-445	BM
	154.74	MADISON HEIGHTS POLICE	CH. 2	KQD-915	BM
*	154.74	FERNDALE POLICE	CH. 1	KQF-367	BM
*	155.01	FERNDALE POLICE	CH. 2	KQF-367	BM
	155.865	FERNDALE POLICE		-------	M
	154.34	FERNDALE FIRE		KQF-229/230	BM
	158.775	OAK PARK POLICE		KQK-321	BM
	159.03	OAK PARK POLICE		KQD-361	M

* 155.655	BIRMINGHAM POLICE	KQB-232	BM
155.865	BIRMINGHAM POLICE	KL-6178	M
154.34	BIRMINGHAM FIRE	-------	BM
158.775	BEVERLY HILLS POLICE	KQH-804	BM
153.86	BEVERLY HILLS POLICE	KDR-358	M
* 155.685	SOUTHFIELD POLICE	KQE-536	BM
155.31	SOUTHFIELD POLICE	KQE-536	M
154.43	SOUTHFIELD FIRE	KRV-469	BM
154.98	OAKLAND COUNTY SHERIFF	KQB-233	RP
* 155.415	FARMINGTON POLICE	KCX-967	BM
* 154.43	FARMINGTON FIRE	KDE-251	BM
155.19	PONTIAC POLICE	KQB-233	BM
155.73	PONTIAC POLICE	KQF-725	BM
154.34	PONTIAC FIRE	KDQ-208	BM
155.37	INTERSYSTEM (FOR 80% OF MICHIGAN)		B ONLY

(*) WHEN MULTIPLE FREQUENCIES ARE LISTED, THESE ARE THE BUSIEST CHANNELS)

CARS BEGINNING WITH (1), ie 101; 107, 111, ETC. ARE MADISON HEIGHTS POLICE

CARS BEGINNING WITH (4), ie 42, 413, 487, ETC. ARE BERKLEY POLICE

CARS BEGINNING WITH (8), ie 83, 88, 801, ETC. ARE ROYAL OAK POLICE

CARS WITH DOUBLE-DIGIT NUMBERS, ie 22, 44, 77, ETC. ARE HAZEL PARK, ROYAL OAK TWP., HUNTINGTON WOODS, AND FERNDALE POLICE

Many thanks, Dan & Larry, for those excellent contributions.

MINNESOTA

JOE (MD-015) is interested in details of radio systems in the Newport and Stillwater areas. If any of you can be of help, please write!

ARKANSAS

JIM (AR- ?), formerly CALA-094 has provided this information:

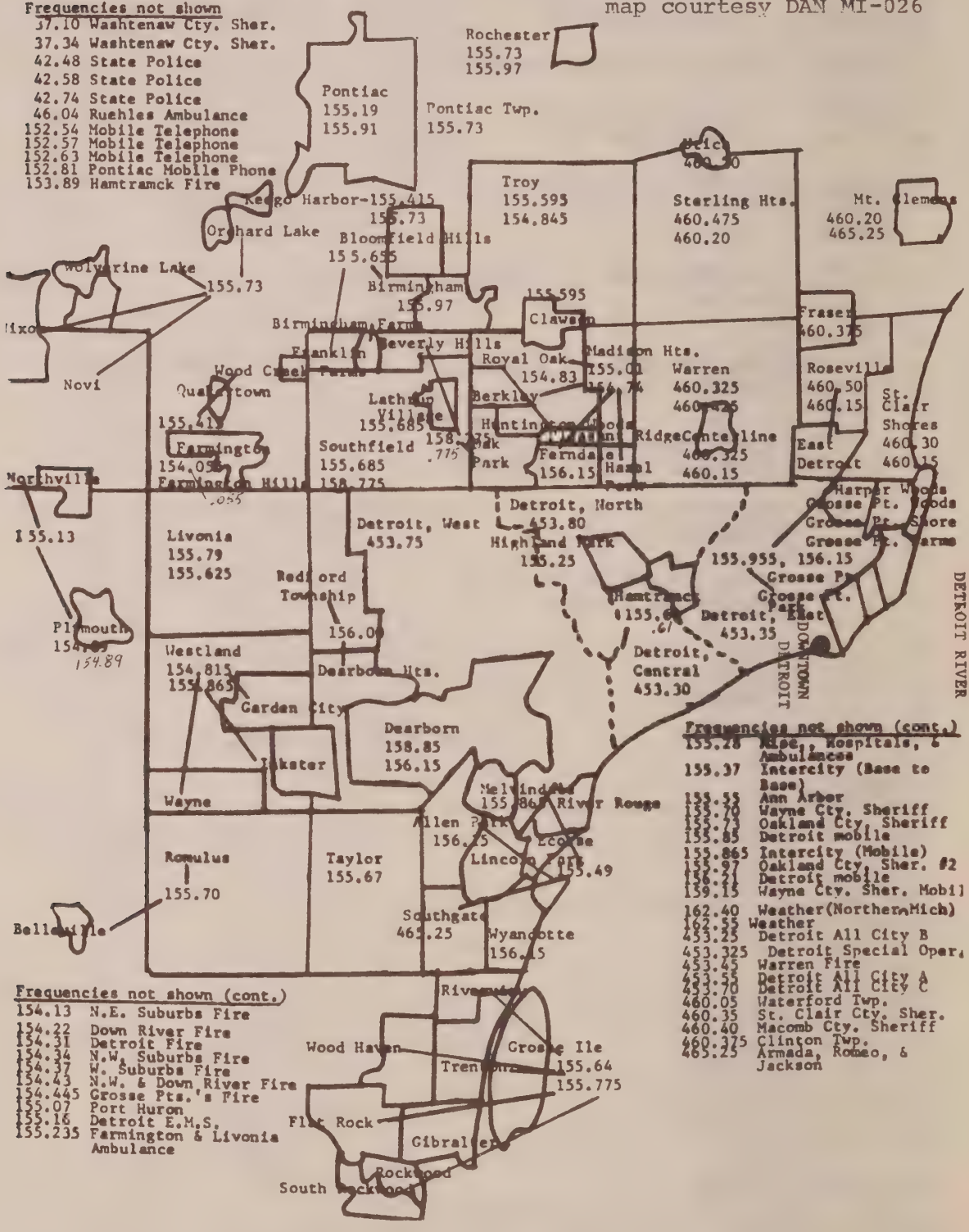
Ashley County:				
Sheriff	KKJ 300		37.06	B/M
Car to Car		F2	37.24	M
Base to Base	KKJ 300		37.20	B Statewide
Civil Defense	KYW 970		155.085	B/M
City of Hamburg	KKJ 300		37.06	
		F2	37.24	
City of Crossett	KKQ 585		155.490	
State Police Dispatch		Troop E	44.66	B
State Police Mobile			155.655	R

Numbering system:
Ashley County Sheriff 301, Deputies 302-309
Hamburg Chief of Police 310, Police unit 325
Wilmot Police 321, Montrose Police 326, Portland Police 324
State Police: Hamburg car E24, Crossett car E23, Montrose car E25

All of the above except the State Police are dispatched from the Ashley County Sheriff's office, with the exception of Crossett PD. Jim will hopefully be providing us with a complete listing for the State of Arkansas Police very soon.

Detroit Michigan Area

map courtesy DAN MI-026



OKLAHOMA

Below is the 10-code used by the Oklahoma City PD, courtesy JOE (MD-015):

10-1	Receiving poorly	10-19	Return to station
10-2	Receiving well	10-20	Location
10-4	O.K.	10-21	Call this office
10-5	Relay	10-22	Disregard last information
10-6	Busy	10-28	Check tag all ways
10-7	Out of service	10-29	Check for want or stolen
10-8	In service	10-36	Correct time
10-10	Out, subject to call	10-43	SDL check
10-13	Weather/road conditions	10-44	BR check
10-14	Escort	10-97	Arrive at call
10-15	Prisoner in custody	10-98	Completed assignment
	Signals:		Codes
76	Accident, no injury	1	Routine call
82	Accident with injury	2	Urgent, no siren
86	PU partner at_____	3	Red lights & Siren
88	Drunk driver		
89	Accident, Hit & Run		
11	Call home		
12	Call wife at work		
13	Eating		

NEXT MONTH: the Oklahoma City Fire Department Station Directory!

TEXAS

No room this month, but next month, look for information on the Austin Texas area and the Dallas Fire Department Station Directory!

Greetings from IL-012. Summer has arrived - finally. Time for picnics, outings, and other seasonal-related activities. Let's get this column off to a "seasonal start" and deal with some summertime listening activities.

ILLINOIS

IL DEPT. OF CONSERVATION An extensive statewide radio network operates on 31.86 MHZ (and also on 31.98 MHZ). Most of the state parks, state forests, etc. will be found here. (Some activity is licensed in the 151 & 159 MHZ high-band areas - but this is primarily downstate and probably limited in use.) Conservation police officers have a unique radio system and I'll outline it as follows:

A) Three-channel 42 MHZ low-band radios

	TX	RX
State Police Dist. Dispatch	as applicable	
State Police Car-Car	42.50	42.50
Conservation Police Car-Car	42.76	42.76

Most low-band radios in rural areas are e/w 39.50 "receive option" (with 42.50) for communication with local and county law enforcement agencies. The low-band radios are e/w a 31.86 "receive option" (with 42.76) for communication with base stations.

B) "Optional" four-channel high band 154-155 MHZ radios. NLEEF-ISPERN will always be present in the "HF1" slot. Some officers have local VHF high band law enforcement freqs. in the other positions. (NOTE: this is "optional")

Now that we've covered the fishing, camping, etc. - let's get on to the "road activity". When you're out travelling, etc. an intersting stop - especially if it's not out of the way and not at a "busy time" would be a visit to an Illinois State Police post. Right now - it looks like there's two ways to get in. One can go the "prearranged way" (usually means knowing someone who's in authority or who is a dispatcher) - or going the "potluck way" (just dropping in unannounced, describing yourself, and hoping for the best). Fellow editor Mike (MO-002) and Sam (IL-048) have gone the "prearranged route" - but that doesn't really represent a challenge. Your editor and Ron (IL-009) went the "potluck

way" last summer at I.S.P. Dist. 5 (Joliet) but really didn't get a decent tour. Your editor repeated this method just recently and I'll describe my experience as follows:
IL-012 vs. I.S.P. Dist. 5A-Peru: On my return from the "RCMA Spring Festival" at fellow editor Mike Redman's location and upon the completion of a successful carpooling setup with satellite editor John Coker (IL-010), my return trip home took me to the area of Peru. Il. (junction of I-80 and US-51; convenient fuel location; and very convenient to visit the I.S.P. at Dist. 5A). After fueling up for the final jaunt home - I decided to try my luck with a visit to "5A". Upon entering the premises, I was met by a Trooper Dalton. I properly identified myself, presented a "calling card" and explained the reason for my visit (returning from radio conference, desire to see the post). Not being in authority, the trooper went in to his supervisor's office. It looked like pessimism was to reign. Having nothing to fear or hide, I handed the trooper my driver's license, and asked him to "run it thru the computers". After passing the driver's license check, I was ushered into the "authorized personnel area". A complete tour of the premises was mine (one exception being the area commander's office). I did get a chance to examine the radio transmitters, radio repair area, and also to converse briefly with the dispatchers. Trooper Dalton was most cooperative and did answer (or make an attempt to answer) all my questions. Questions about other area I.S.P. operations were referred to the proper personnel. Both Trooper Dalton and the two female dispatchers seemed to be impressed with my knowledge of I.S.P. radio communications. The tour was completed with a short chit-chat session and a handshake. A thank-you note was promptly dispatched after returning home. Morals of this story are: "Honesty is the best policy;" "Be knowledgeable about the subjects your're discussing;" and most important "Don't forget that thank-you note."

I guess I've rambled on long enough - time to move on to other news items and contributions.

I.S.P. TRANSMITTER SILENCED The Wadsworth Scale ("SCIS" or KSB984) located near the intersection of US41 and Wadsworth Rd. about 5 miles south of the IL-WI border) was destroyed by fire on April 20. The transmitter would normally be found on the Dist. 2 I.S.P. freq. of 42.62 and the statewide car-car freq. of 42.50.

NEW DECATUR, IL. AREA LAW ENFORCEMENT FREQS. Sam (IL-048) - a regular contributor to this column - has 2 items of interest:
1. Decatur, Il. P.D. now has a "Channel 3" (460.300 licensed as KCZ685) in use for special projects, surveillances, major crimes, etc.
2. Macon County, Il. S.D. has taken over uses of the old Decatur, Il. P.D. high band freqs. and has installed multiple repeaters county wide on 155.250 (licensed as KTG517).

NEW CHICAGO SUBURBAN AREA F.D. FREQS. Steve (IL-028) reports changes made by 3 different fire depts;
1. Niles F.D. now using 154.445 (formerly on 154.340).
2. N. Maine F.D. now using 154.445 (formerly on 154.340).
3. Summit F.D. now using 154.430 (formerly on 154.250).

INDIANA

FT. WAYNE, IN. P.D. VICE SQUAD INFO Terry (IN-003) reports that 460.200 is in use in either a repeater or simplex mode depending upon particular use required.

NEW CARROLL COUNTY, IN. S.D. FREQ. Per Mark (IN-014)-another regular contributor - a new "local govt." freq. of 155.805 has been placed into use. Simplex use - with call sign of KSC478 (as assigned to other S.D. freqs.)

GAS CITY, IN. FREQS. Mark reports that a new P.D. simplex freq. of 154.845 is now in use replacing the 155.730 freq. (shared with Muncie P.D.). Local gov't. freq. 155.940 is also available for F.D. use.

Mark finally has 2 other short items of interest:
1. Columbia City local gov't. freq. 155.760 (KAR776) is also available for F.D. use.
2. The LaPorte, In. transmitter for the Indiana State Highway Commission has a call sign of KBU406 - filling in one of the "missing items" in my April column.

This editor has recently acquired cassette recording and playback capability. (It does NOT show up on the "Sociable Members Directory"). I would prefer to use the UPS shipment method (a little more costly - but better delivery "track record") - please send along a return street address rather than a P.O. box. (Any street address will be kept confidential).
A final thought to vacation - bound members: Take that scanner along with you - especially if it's a synthesized type. The nearby Radio Shack or CB store will probably be able to provide a list of local area freqs. to get "started with". If you're going out in the "wilds" - a fresh fully charged 12 volt car battery can provide an excellent power source. (I tried this "method" last summer using a BC-250 with fairly decent results. HINT: Disconnect the power when not in use - the scanner "clock" constantly draws current from the battery). Happy vacations plus

Happy Monitoring!

Well, that's it for July... and while finalizing the article, what arrived from the UPS man but Bob Grove's Federal Frequency List! A definite worthwhile value, and packed full of information! It is as necessary a part of the Monitor's library as is Police Call. Thanks, Bob for a job well done, we'll see all of you again next month, and don't forget to write that letter!

PUBLIC SAFETY - WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to: Lyle Galdiera and Bob Gehri, 3205 SW Corbett, Portland, OR 97201.

Send material and questions for California to: Eric Christensen, 2360 Brentford Rd., San Marino, CA 91108.

From GEORGE (CA-SB-008):

San Bernardino Sheriff's Office-Needles Substaion ("10" prefix)
Parker Dam area: 10P1, 10P2, 10P3 (Resident post deputies)
Havasu Landing: 10P4 (Resident post deputies)
All other 10P units are regular "non resident post" deputies assigned to the Needles area office. "P" is pronounced "Paul"
COMMUNICATIONS: 155.97 MHz. "Needles" KMA793, KQW557.
10P1, 10P2, and 10P3 also have a Yuma Sheriff's Office (Yuma, AZ.) 158.73 MHz.) These units use this radio more than the S.B.S.O. radio. Parker Dam now has a new station number "11", using Freq. 1: 155.97 MHz. "Needles" Dispatch Center.
California Highway Patrol-Indio and Blythe areas (RED) 42.44/42.28
BLYTHE "600" series
Blythe proper units & I.S. 10 to desert center: "630" series
Parker Dam resident post: "622, 623, 624"
Info: The Parker dam units work Hwy. 62 to Hwy. 177; Hwy. 95 north & south of Hwy. 62 approx. 20 miles. "622, 623, and 624" are usually assigned to one individual officer each; only one officer is usually on duty at any given time. Each of these cars also has a Parker AZ. P.D. radio on 39.18 MHz. This radio is used just about the same amount as the CHP radio, which is dispatched out of "INDIO CENTER" on the Red frequency: 42.44B/42.28M.
INDIO "7600" series units 7610, 11, 12 assigned to I.S. 10

PUBLIC SAFETY - WEST, CALIFORNIA - Eric Christensen, Editor

CDF-County Fire for San Bernardino County

Needles area: CDF 154.070 MHz. (Needles F.D. is now CDF) Engine 31, 231, 331 are in Needles station. Engine 34, Chief 6318 is Park Moabi.

Big River, Earp, Parker Dam: 151.445 MHz. Also: 151.175 (Indio CDF) Engine 17, 21, 221. Chief is 6514.(Dispatched by Locksy) Needles F.D. (CDF) is dispatched by Needles P.D. on 154.07 MHz. Needles P.D. operates on 155.535 MHz. KRT723. Needles P.D. can also dispatch Needles area C.H.P. units. Earp FD is dispatched by Buckskin F.D. (in Arizona) on 151.445 MHz. Buckskin AZ. and Parker AZ. Fire Depts. use 154.400 MHz. (ALL FREQS ARE SIMPLEX)

****

From BOB (CA-LA-089):

Regarding the questions re CHP Bishop and CHP Bridgeport, they both still operate on the CHP "BLUE" channel. 42.34B/42.18M MHz. Bridgeport units are (were) dispatched by Bishop, which is addressed as "Bishop Two" when being called by Bridgeport units. EDITOR'S NOTE: CHP El Centro reportedly also still operates on the "BLUE".

****

From ERIC (CA-LA-045):

Kern County Sheriff & Fire Departments Radio Frequencies

K.C.S.O.	Freq. 1: 453.700 R	K.C.F.D.	Freq. 1: 453.450 R
	Freq. 2: 453.600 R		Freq. 2: 453.300 R
	Freq. 3: 453.400 R		Freq. 3: 453.375 R
Mut.aid	Freq. 4: 453.225 R	Mut.aid	Freq. 4: 453.225 R

Note that Frequency 4 for both departments is the SAME frequency!!! Hopefully, more information re K.C.S.O. and Kern County in general will arrive for the August & September issues! EJC

****

From Gary (CA-LA-059)

Those of you who have already acquired the So. Cal. Detail Edition of POLICE CALL for 1980 may want to take note to the following:

LOS ANGELES COUNTY SHERIFF F-25 (Antelope & Santa Clarita Valleys). The mobile frequency should read 39.86 NOT 39.66 as indicated on pg. 18.

LOS ANGELES COUNTY FIRE DEPT. F-3 (Santa Clarita Valley Area). The stations listed on pg. 19 that includes the Santa Clarita Valley are generally correct; however, I would like to offer more specific locations:

73 Newhall (San Fernando Rd.)
76 Valencia (Castaic Jct.)
81 Saugus (Agua Dulce-Mint Cyn.)
107 Saugus (Canyon Country-Solemint Jct.)
111 Valencia (Seco & Bouquet Cyns.)
123 Saugus (Canyon Country-Sand Cyn.)
149 Castaic (Ridge Route)

In addition to Squad 111, Engine 107 is a Paramedic unit, also. Add Camp 1. Location: Soledad Cyn. East of Canyon Country.

Ever notice that L.A. County Fire has engine numbers of 200 on up. It seems that all 300-500-700-etc series engine numbers are associated with stations in the 100 series and 200-400-600-etc numbers with the 2-digit station numbers. Example: Engines 107 & 307 are assigned to Station 107, and Engines 73 & 273 are assigned to Station 73. I'm sure this system applies throughout Los Angeles County.

From Frank CAFR002

I am includeing frequencies from Fresno County and surrounding area.

Ambulance Services
155.220 American
155.205 Clovis
155.175 Jones

PUBLIC SAFETY - WEST, CALIFORNIA - Eric Christensen, Editor

Fire Departments

460.600 Kings County
154.445 Fresno County Channel #1--- 46.14 Repeater input
153.890 Fresno County Channel #2
46.200 Clovis City
154.190 North Central Channel #1
154.145 North Central Channel #2
153.845 Fresno City Channel #2
154.310 Fresno City Channel #1
154.400 Merced City Channel #1
154.010 Tulare County Channel #1
154.070 Madera City Channel #1
154.220 O.E.S. State Fire and used for mutual aid, burn day info
154.160 O.E.S.
154.280 Mutual Aid
154.130 Modesto City
151.190 Tulare C.D.F.
151.280 Blue Air Attack
151.310 Yellow Air Attack
151.325 San Luis C.D.F.
151.355 State Network C.D.F.
151.385 Fresno C.D.F. 159.270 Repeater input
151.400 Santa Clara C.D.F.
151.460 Mariposa C.D.F.
151.250 San Benito C.D.F.

Paramedics

463.025 Saint Agnes base (FRESNO)mobile 468.025
463.050 Community " " " 468.050
463.075 Valley Medical " " " 468.075
463.200 Sacred Heart base (VISAILA)mobile uses same as base

Police

154.920 Fresno City
154.830 " "
154.935 " "
154.950 " "
159.030 Inter City
155.070 Inter City
155.415 Dinuba City
460.175 Clovis City
460.025 Clovis City
45.180 Sanger City
42.340 Kerman City
39.420 Bass Lake
45.140 Madera Sheiff
45.22 Madera County Sheiff
44.680 Millerton Lake S.R.A.
44.960 " " " "
44.880 " " " "
39.800 Fresno County Sheiff
39.940 " " "
39.880 " " "
460.125 Kings County Sheiff
453.625 " " "
453.475 Tulare County Sheiff
453.650 " " "
460.450 State Police
171.400 Fresno Control Dispath U.S.F.S.
168.625 " " Air Attack

PUBLIC SAFETY - WEST, CALIFORNIA - Eric Christensen, Editor

From Bob Moore CA-OR-058

Here is a list of the Los Angeles County Sheriff UHF frequencies and their respective channel numbers.

1) 470.6875
2) 470.9375
3) 470.7375
4) 470.7625
5) 470.8375
6) 470.8625
7) 470.8875
8) 470.9125
9) 470.7875
10)470.8125

NUMERICAL

101	MURDER
102	ASSAULT-217/245 PC
103	RAPE
104	ROBBERY-ARMED
105	ROBBERY-STRONG ARM
106	ASSAULT ON POLICE
107	ASSAULT OTHER(F)
108	KIDNAPPING
109	ARSON
120	BURGLARY-RESIDENCE
121	BURGLARY-BUSINESS
122	BURGLARY-SCHOOL
123	BURGLARY-VEHICLE
124	BURGLARY-BOAT
125	BURGLARY-OTHER
130	GRAND THEFT-PERSON
131	GRAND THEFT-GUN
132	GRAND THEFT-VEHICLE
133	GRAND THEFT-OTHER
135	RECEIVING STOLEN PROPERTY
136	EMBEZZLEMENT
137	FORGERY/CHECKS/CR. CARD
138	MAL MISC/VANDL-SCHOOL(F)
139	MAL MISC/VANDL-OTHER(F)
140	SEX OFFENSE-OTHER(F)
151	NARCOTICS(F)
165	WEAPON LAWS(F)
171	R/C ARREST-HOMICIDE
172	R/C ARREST-ASSAULT
173	R/C ARREST-RAPE
174	R/C ARREST-ROBBERY
175	R/C ARREST-BURGLARY
176	R/C ARREST-GRAND THEFT
177	R/C ARREST-GTA
178	R/C ARREST-OTHER
180	FEDERAL OFFENSES
182	VEHICLE LAWS-FELONY
185	FELONY (OTHER)
186	WARRANT(F)
202	ASSAULT/BATTERY
206	RESIST/INTERFERING POLICE
207	DISTURBANCE/DISTURBING THE PEACE
210	FALSE BOMB RPT-SCHOOL
211	FALSE BOMB RPT-OTHER
229	DRUNK DRIVING
230	DRUNK
231	THEFT-BICYCLE(M)
232	THEFT-PETTY(M)
238	MAL MISC/VANDL-SCHOOL(M)
239	MAL/MISC/VANDL-OTHER(M)
240	SEX OFFENSE(M)
251	NARCOTICS(M)
261	PROWLER
262	TRESPASSING-OTHER
263	TRESPASSING-MTRCYCLE
264	LOITERING
265	WEAPON LAWS(M)
270	ILLEGAL DUMPING
271	LIQUOR LAWS
282	VEHICLE LAWS-MISDEMEANOR
285	MISDEMEANORS (OTHER)
286	WARRANT(M)
287	WARRANT(T)
301	ADMINISTRATIVE
302	APPEAR-COURT
303	APPEAR-OTHER
304	BRIEFING
305	COMMUNITY RELATIONS
306	EQUIP. TROUBLE (VEH./RADIO)
307	MESSENGER
308	STATION SERVICE
309	SUBPOENA SERVICE
310	TRAVEL TIME
311	TRAINING
312	TRANSPORTATION-PRISONER
313	TRANSPORTATION-OTHER
314	WARRANT SERVICE (NO ARREST)
315	ALARM-BURGLARY
316	ALARM-ROBBERY
317	ANIMALS
318	ASSIST CITIZEN
319	ASSIST CHP
320	ASSIST GOVERNMENT
321	ASSIST PUBLIC UTILITY
322	ASSIST POLICE (NOT LASD)
323	ASSIST SHERIFF (OTHER STN)
324	EXPLOSIVE-LOST/FOUND
325	FIRE/FIRE ALARM
326	FOLLOW-UP
327	INCORRIGIBLE
328	PROTECTIVE CUSTODY (JUVE.)
329	RUNAWAY
330	TRUANCY
331	LABOR DISPUTE/STRIKE
332	MISCELLANEOUS-OTHER
333	MISSING &/OR FOUND-ADULT
334	MISSING &/OR FOUND-JUVE.
335	NARCOTICS LOST/FOUND
336	PERSON DEAD
337	PERSON INJURED/SICK
338	PERSON MENTALLY ILL
339	POLICE HAZARD-VACATION CK
340	POLICE HAZARD-OTHER
341	PROPERTY LOST/FOUND
342	RESCUE
343	SAFETY HAZARD
344	SUICIDE OR ATTEMPT
345	SUSPICIOUS CIRCUMSTANCES
346	SUSPICIOUS PERSON
347	SUSPICIOUS PERSON IN VEH.
348	SUSPICIOUS VEHICLE
401	ACC. TRAFF. HIT & RUN-FATAL
402	ACC. TRAFF. HIT & RUN-INJ
403	ACC. TRAFF. HIT & RUN-NON-INJ
404	ACC. TRAFF. FATAL
405	ACC. TRAFF. INJURY
406	ACC. TRAFF. NON-INJURY
410	VEHICLE LAWS-HZD. CITATION
411	VEHICLE LAWS-NON-HZD. CITATION
412	VEHICLE LAWS-PARKING CITATION
413	VEHICLE LAWS-WARNING GIVEN
420	TRAFFIC HAZARD/CONTROL
421	VEHICLE DISTURBANCE
422	VEHICLE RECOVERED
423	VEHICLE RED TAGGED
424	VEHICLE STORED/IMPOUNDED

City of San Francisco Police Department-Radio System

FREQ	MHZ.	USE/PURPOSE/AREA
1	45.10 mhz.	West & S/W area Dispatch
2	45.14	S/E area Dispatch
3	45.58	Downtown & N/E Dispatch
4	45.46	Traffic Division
5	45.30	Car to Car

NOTE: Detectives also use VHF-Hi frequencies: 155.55 mhz & 155.73 mhz.

PUBLIC SAFETY - WEST, CALIFORNIA - Eric Christensen, Editor

NOTE: New UHF system in use for footpatrol officers and detectives: 460.075 mhz., 460.125 mhz., 460.225 mhz., 460.350 mhz., 460.450 mhz., and 460.500 mhz. 460.075 is called "CITYWIDE 2".

City of San Francisco Police Department-Unit Numbering System

NOTE: Police units consist of a number indicating type of unit; followed by a letter indicating which sub-station that the officer is assigned to; followed by one or two numbers indicating the particular beat, area, assignment, etc. Example: 4A17, 3B2, etc.

Unit 1 - Administrative Division. Unit 2-Support Division.
Unit 3 - Patrol Division Unit 4-Traffic Division.

NOTE: Patrol units # 3 is followed by a letter indicating which station the officer is assigned to.

"A" - Central; "B" - Southern area; "C" - South East area; "D" - Mission;
"E" - Northern; "F" - Park area; "G" - Richmond; "H" - Ingleside;
"I" - Taraval; "M" - Municipal Transit District.

NOTE: Traffic Division units are numbered similarly:
4A - Traffic Enforcement.
4C - Accident Investigation (regular accidents).
4D - Accident Investigation (hit and run accidents).
4E - Parking Enforcement.
4F - Foot patrol.
100 - Supervisor.

NOTE: Detectives are "5" series units. "5B" is Burglary Division. San Francisco Fire operates on 154.43. (NEW UHF FIRE SYSTEM IN THE WORKS.)

Eric - CALA045

Eric's Column is con't on page 50

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SATELLITES

Bill Blomgren, Editor

Send information about satellite frequencies which you have received with type of traffic heard, orbital data, hobby receiving equipment and antennas and questions pertaining to satellite monitoring to: Bill Blomgren, 505 E. Mulberry, #3, Normal, IL 61761.

LES 8/9

This month I will examine a pair of satellites that were launched on March 15, 1976, and are still in active use today. These two satellites are LES 8 and LES 9. The abbreviation LES stands for Lincoln Laboratories Experimental Satellites. Lincoln Laboratories has been actively engaged in satellite research for many years and the LES 8 and 9 satellites represent the last of a series of 9 satellites. These satellites have been used in much the same way as NASA's ATS satellite series. Each satellite was intended to test design concepts for future satellite systems. For example, LES 6 was the forerunner of the MARISAT/GAPFILLER satellite system and the FLTSATCOM satellite system. LES 8 and 9 were used to test design concepts for the new Defense Satellite Communications System III (DSCS III) and other ideas such as satellite crosslinks and operations in the 36 GHz frequency band.

Nuclear Powered

Besides testing new communications modes and frequency ranges, the LES 8 and LES 9 satellites were also used to test nuclear energy as an alternative power source for satellite systems. Both LES 8 and LES 9 are powered by radioisotope thermoelectric generators rather than the more traditional solar powered systems. This type of power source was specifically chosen to test an improved satellite design that would be less susceptible to damage by Russian killer satellites. Since killer satellites are usually guided near their target and then exploded, traditional solar powered satellites were more easily destroyed by fragments which could damage their solar panels. The LES 8 and 9 satellites do not use solar panels and are therefore more compact and less prone to damage from a nearby explosion. The use of nuclear power also eliminated black-out periods caused by solar eclipses and enabled the satellites to have an extended life span. LES 8 and 9 were designed around a 10-year life cycle. Most other satellites launched at that time were designed with only a 5-year life cycle.

Satellite Crosslinking

Another important mission of the two LES satellites was to test a new method of satellite crosslinking. LES 8 and 9 were originally placed in geostationary orbits with a separation of 90° of longitude. The satellites were equipped with a narrow beam crosslinking system which allowed them to pass information from one satellite to another. This satellite crosslinking allows earth stations outside the pattern of each others satellites to communicate without the need for a third earth station to act as a relay point between the two satellites. By relaying information from one satellite to another, the design engineers hope to improve the surviability of their communications system by eliminating the need for easily destroyed earth relay stations at fixed locations. This crosslinking experiment was also designed to test the feasibility of global satellite coverage with only 2 satellites as opposed to the usual practice of using 3 or 4 satellites.

Laser Crosslinking

To reduce detection and monitoring of the crosslink signals by ground stations a narrow transmission beam on 36 GHz was used. At 36 GHz atmospheric attenuation is quite high and this attenuation combined with the narrow transmission beam

width directed only at a single satellite helped to provide a secure crosslink. Plans are now underway to replace this 36 GHz crosslink with a laser light crosslink. The United States Air Force is currently conducting tests with air to ground, air to air, and ground to air laser communications systems. If these tests continue to work well and if the problem of atmospheric laser interference can be resolved, a fully functional laser communications satellite could be operational by the mid 1980s. The use of lasers could result in satellite transmission data rates of up to one billion bits per second and downlink footprints as small as 1/10 of a mile.

USASATCOMA

Most of you are probably saying that this is interesting but so what, I can't hear any of it anyway. Well, along with all of this fancy 36 GHz communications hardware both LES 8 and LES 9 are also equipped with a more traditional transponder in the 225-400 MHz military range. This transponder employs 500.00 F9 modulation and has a center frequency of 249.600 MHz. The channel spacing is typically 25 KHz. Both LES 8 and LES 9 are used in conjunction with the wideband UHF transponders on the three MARISAT/GAPFILLER satellites. These five satellites form the United States Army Satellite Communications Agency UHF satellite network. This agency is more commonly referred to as USASATCOMA. This UHF satellite system is only one part of the army's total satellite system but it is the part most easily monitored.

Both LES 8 and LES 9 are geostationary satellites. From the information I have it would appear that LES 8 is located at about 104° west longitude and LES 9 is located at about 44° west longitude. If anyone knows their exact location, please let me know. The following chart will indicate those USASATCOMA frequencies that can be most easily monitored. Remember these frequencies are used by the military so you can expect that the majority of communications heard will be data or scrambled voice. To date I have heard no clear voice on these USASATCOMA frequencies.

USASATCOMA DOWNLINKS IN MHz			
Channel Number	MARISAT/GAPFILLER Wideband Breakdown	LES 8 and LES 9 Wideband Breakdown	Bandwidth
1	248.850	249.350	25.00 F9
2	248.875	249.375	25.00 F9
3	248.900	249.400	25.00 F9
4	248.925	249.425	25.00 F9
5	248.950	249.450	25.00 F9
6	248.975	249.475	25.00 F9
7	249.000	249.500	25.00 F9
8	249.025	249.525	25.00 F9
9	249.050	249.550	25.00 F9
10	249.075	249.575	25.00 F9
11	249.100*	249.600*	25.00 F9
12	249.125	249.625	25.00 F9
13	249.150	249.650	25.00 F9
14	249.175	249.675	25.00 F9
15	249.200	249.700	25.00 F9
16	249.225	249.725	25.00 F9
17	249.250	249.750	25.00 F9
18	249.275	249.775	25.00 F9
19	249.300	249.800	25.00 F9
20	249.325	249.825	25.00 F9

* Indicates wideband (500.00 F9) center frequency

FEDERAL GOV'T and ☆ MILITARY ☆

Robert B. Grove, Editor

Send all Federal Government and Military frequencies (including those of military aircraft), radio system details, and related questions to: Robert B. Grove, Route 1-Box 156, Brasstown, NC 28902. Sensitive frequencies will not be published. Coast Guard material must go to the VHF Marine editor.

This month, several of our members were kind enough to address themselves to questions raised in our previous columns. Others raised more questions! That's great; it demonstrates what a dynamic hobby we have, and how each of us can help the other derive more pleasure from our listening.

George DuBois, our FCC Topics editor, replied to the abbreviations used on some government frequencies. He says that "ECC" refers to "extended car to car". It is a remote transceiver which picks up the weak transmission of a vehicle on an alternate frequency and rebroadcasts it on the input frequency of a repeater. The mobile radio must be operating in the "search lock mode".

George also mentions the irritating "beeps" which are often heard on the UHF links. He believes that the pilot tone is used to verify the circuit being complete, lighting a pilot lamp at the receiving end. The tone is filtered out by the receiver so that it is inaudible. Further, George says that in a given radio system, the beeps will always be transmitted in one geographical direction and a steady tone the opposite direction.

George has additional information for Forest Service listeners: UHF assignments are up- and down-links from ranger stations and district offices to the remote VHF transceivers; they may also be keyed down-line only for inter-office use. Channel allocations will always be separated by 4 MHz (411.225-411.575 and 415.225-415.575 MHz). Thanks, George, for that excellent input. By the way, George will be covering the new inland waterways frequency proposals when they become official.

Marv (MD-014) is into a marveous (pardon the pun) extension of our hobby. He has a remote-control Bearcat scanner in a ten-story building which he can call up to program from a telephone line! Additionally, he has a time signal which will automatically record when he tapes intercepted calls for logging purposes. Next, Marv plans to receive RTTY on the HF nets and TV from surveillance operations. No moss grows on Marv's scanners! Good work, Marv!

Scott (GA-005) forwards a correction to a previous set of identifications for tactical callsigns used at Dobbins AFB.

"Hot Wheels": National Guard vehicle that watches F-105's land. These aircraft land so fast that their wheels can catch fire! "Peach Mobiles" are vans that check over the aircraft for troubles not noticed by the pilots or "Hot Wheels". "Peach Pit" is where the incoming F-105's taxi to. "Hot Guns" are the guns and ammo checkout teams. Thanks, Scott.

Patrick (CT-103) wrote to correct a misconception in my February-March column, and I agree some clarification is necessary.

I made the statement that no scanner presently made tuned below 420 MHz. Patrick is right that the BC-210 covered 416-512 MHz, but that was only the early models. Later models with different microprocessors cut off below 420 MHz. Since then, of course, the new Radio Shack PRO-2008 has been released, covering 410-512 MHz.

In addition, Patrick would like to be contacted by members who would like

to swap federal government frequencies to give him a start to his listening hobby. Write: Patrick G. Jeffery, 123 Park Avenue, Greenwich, CT 06830). Or phone him at 203-661-7912.

Rory McEvoy, our CANADA editor, has an interesting suggestion for hiding sensitive communications. In the broadcast business, many hidden programs are masked by a 67 kHz subcarrier; could this not also be done on wideband government allocations? (It is occasionally used for surveillance "bugging" where it is known as "phantom modulation"...ed.). A good oscilloscope would show the presence of this additional high frequency component when connected to a receiver's detector.

Wouldn't it be interesting if your local FM music station was carrying that traffic all the time, right under your nose? Thanks, Rory, for a fascinating idea.

Bob Wells reports the use of digital scrambling on at least one prominent federal law enforcement channel in the San Francisco Bay area. Yes, it's on the way.

I would like to call readers' attention to two new antennas for VHF/UHF monitoring this month.

Winn-Tenna offers their "SCAN-40", a dipole cluster designed for application in the 30-512 MHz range. It is priced under $30 and further information may be obtained by writing Winn-Tenna, Inc., 301 E. Roosevelt Drive, Anderson, SC 29624.

For the purist who likes smooth, continuous-coverage, try the new GDX-1 discone from TET U.S.A. It maintains under 1.5 VSWR from 80-480 MHz, and exhibits 3.4 dB gain over a comparison ¼-wave antenna. It is also capable of being used with a 500 watt transmitter. At $59.95 it is more expensive than other monitor antennas, but then it works better, too! For more info write TET U.S.A. 425 Highland Parkway, Norman, OK 73069.

And now for this month's frequency contributions:

From TOM (TX-023)

165.0875	U.S. Army, Ft. Hood, TX Military Police
165.1625	" "
45.000	" "

From DAVE (TX-032) Bergstrom AFB, Austin, TX

148.085	Motor Pool
148.525	Flight Line Maintenance ("Green Control")
149.565	Mobile telephone
150.250	(unknown)
163.4875	Security Police
165.1375	Flight Line trucks
165.7675	Mobile telephone (unusual allocation...ed.)
167.8125	(unknown)

San Antonion, TX

148.215	Kelly or Lackland AFB (probably maintenance...ed.)
149.175	Kelly AFB Flight Line maintenance
149.770	(unknown location) tone
163.375	Lackland (Wilford Hall Hospital) or Brooks AFB; medical paging
163.4625	Air Force security police
163.4875	Air Force security police
163.5375	Lackland AFB security police
163.5875	Lackland AFB base taxi, motor pool
164.025	National Bureau of Standards (Dept. Commerce) standard time brdcst.
165.0625	U.S. Army military police
165.1875	U.S. Army, Ft. Sam Houston military police

Fed./Military cont.

From John (CA-SE-009)

410.575	US Weather Bureau link, Lindberg Field to Mt. Woodson (KEC62 162.400 San Diego)

From Dave (MA-022) Pease AFB, Newington, CN

148.065	Command net
149.565	Command radio (mobile telephone repeater)
163.4875	Security police
165.0125	Munitions maintenance
165.0375	Taxi disaster net
165.1375	Maintenance net "A"
165.1875	Maintenance net "B"
173.5625	Medical net
173.4375	Civil engineering
173.5875	Fire

From Raymond (TX-017) Ellington AFB, Houston Air Traffic Control (ATC)

121.5	Emergency
126.2	FAA tower for planes without UHF capability
243.0	Emergency
253.5	UHF Control

From JOE (MD-015)

168.425	Harper's Ferry National Park
166.900	Shenandoah National Park
169.725	Washington National Zoo (I've been looking for this for 3 yrs..ed)

From TOM (LA-003) New Orleans, LA area

163.4125	U.S. Army Corps of Engineers, Vicksburg (and nationwide..ed)
163.4375	" "
415.200	GSA Federal Protection Service repeater out and simplex
413.950	" " repeater input
173.7875	NASA Michoud Plant
166.200	VA Hospital security and general utility
164.300	HEW Public Health Hospital paging and general utility
169.900	Dept. of Agriculture repeater output
169.975	" "
415.350	Dept. of Agriculture grain inspectors (Destrahan)
412.400	" "
415.300	" " (Lutcher)
412.800	" " "
164.700	USPS transportation
164.175	USPS
163.150	National Park Service, Chalmette National Historical Park
139.50	Armed Forces Police
38.69/38.39	US Army Corps of Engineers
163.000	US Army Corps of Engineers F4 transmit
163.025	" " F2 transmit
163.4125	" " F3 transmit & receive, F4 receive
163.4375	" " " "
163.5375	" " F1 transmit and receive; F2 receive

Many thanks to all of our fine contributors this month....see you next month!

FCC TOPICS

George DuBois, Editor

Send FCC news and information of interest that relates to two-way communications above 30 MHz and questions regarding the FCC Rules and Regulations to: George DuBois, 10048 NE Campaign, Portland, OR 97220.

Coming to the startling realization that a lot of people may not know what the hell I'm writing about in some of these columns, I thought it might be time to come up with a few definitions. Let's start with the three basic types of radio communications services. The first is broadcasting. Self-explanatory. The second is Fixed service. This is simply radio communication between two (or more) fixed points. A police agency that has a remote transceiver site may have 72 mHz links, 451-459 mHz links or, probably, microwave links to and from the site. These are Fixed stations. 412.8375 is a commonly used Corps of Engineers control link for a remote transmitter. This is a Fixed station. Telemetry is usually a Fixed service.

The other type of service is the Mobile services. These fall roughly into three catagories: maritime mobile, aeronautical mobile and land mobile. A bridge tender or a 26' Carver are both Maritime Mobile stations. A control tower or a DC 8 are both Aeronautical Mobile stations. A police dispatch center, a tow truck or a CB'er are all Land Mobile stations. It doesn't matter whether it is a "base station" or not, it is still in a mobile service.

These are the types of stations most of us listen to on our scanners. They all fall into a few different descriptive catagories, too. Police, Fire, Auto Emergency Radio Services, among others, are all Private Land Mobile services. A communications common carrier is a person or company that renders a communications service for hire, such as the mobile telephone services. These are Public Land Mobile services. There are also point-to-point common carriers, so make sure you understand there are Public and Private mobile services, and Public and Private fixed services. This is all clear as mud, right? But, hopefully, when I say the band 454-455 mHz is available for the Domestic Public Land Mobile Service, you'll know what I mean. And we all know the 851 to 866 mHz band is available for Private Land Mobile services, right? To be continued.

The Forestry-Conservation Radio Service

The sun is shining and the temperatures are in the 70's even as I write this, so by the time this newsletter is in your hot little hands it'll be time to put these channels in your scanner. This is a Private Land Mobile service available to governmental units for "forestry-conservation activities." But don't give up, even if the only time you see a fir tree is when they truck them in at Christmas time and sell them in closed-down gas stations. There's lots of marginally-related activity on these channels. Depending on how your state is governed, you may find your state or local parks in this service. If your state or county has a farm bureau, or a water or soil conservation board, they'll either be in the Local Government Radio Service, or, again, on these channels. Forestry departments, of course, is where the real action is, and wherever they have trees, they usually have one 'good' fire a season.

FCC Topics (Cont.)

These are the low-band channels available:

30.86*	44.64	44.88
30.90*	44.68	44.92
30.94*	44.72	44.96
30.98*	44.76	45.00
31.02*	44.80	45.04
	44.84	

And here are the high-band frequencies:

151.145	151.235	151.325	151.415	159.225	159.315	159.405
151.160	151.250	151.340	151.430	159.240	159.330	159.420
151.175	151.265	151.355	151.445	159.255	159.345	159.435
151.190	151.280	151.370	151.460	159.270	159.360	159.450
151.205	151.195	151.385	151.475	159.285	159.375	159.465
151.220	151.310	151.400	151.490*	159.300	159.390	

UHF channels go from 453.05 to 453.95 mHz in .05 mHz steps and are shared with other services, as are the channels above marked with an asterisk, *.

This last group of channels is for assignment primarily to state licensees, as opposed to counties, or whatever. This doesn't mean they can't use the other channels. They are assigned according to a geographical assignment plan, so they won't all be available in every area.

31.06*	31.30	31.54	31.78
31.10*	31.34	31.58	31.82
31.14*	31.38	31.62	31.86
31.18	31.42	31.66	31.90
31.22	31.46	31.70	31.94
31.26	31.50	31.74	31.98

(* - shared)

Also, for use for detection and prevention of forest fires, state agencies east of the Mississippi can use 170.475*, 171.425 and 171.575. West of the Mississippi, 170.425, 170.475*, 170.575, 172.225 and 172.375 are available. This is secondary to any Government use.

Repeaters are allowed in all bands in this service. In fact, in the east 172.275, and in the west, 171.475, are available, in addition to the above, if required for repeater use. If you come across a mobile unit in, say, the VHF hi-band, you might want to search to see if there is a repeater associated with that frequency. In Washington state, for example, the inputs are among the 151 mHz channels, the repeater outputs in the 159 mHz area. In Oregon, the inputs and outputs, both, are in the 151 area.

Not wishing to discriminate against any segment of the radio-listening hobby, I should point out that 2212, 2226, 2236 and 2244 kHz are also available in this service.

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photo department

Send photographs of custom monitor listening posts, unusual or extensive monitor or two-way antenna systems, user station consoles (PD, Fire, Paramedics, etc.) or other monitor/two-way related equipment of interest. Photographs must be 3 x 5 inches or larger, black-and-white with good contrast, sharply focused and attractively composed. Each photo must be accompanied by details and explanations of equipment. Photos will not be returned. If you have questions, write first and please include an SASE. Send photos or write to: Mike Redman, P.O. Box 1177, St. Charles, MO 63301.

This month, we'll look at the monitoring installation of Michael S. Perlman (IL-044). Here are the details of this unique installation. Top shelf- frequency lists and directories. Middle level: Panasonic RF4900 short wave communications receiver, topped by two Realistic switch boxes. Lower level: Marantz C190 cassette recorder, Realistic TRC431 Citizens Band Radio (not used much!) and on to the neater items on the right: Realistic Pro-5 4 channel UHF pocket scanner, Realistic Pro 4A 4 channel VHF-Hi pocket scanner, a Bearcat 220, topped by a Bearcat 250, and at the far right, a Bearcat 4-6A 6 channel pocket scanner. You'll notice the switch boxes above the Panasonic and above the Bearcat 250, and the three speakers mounted at the sides of the shelves. This is Mike's distribution system. The Bearcat 250 and little used Citizens Band radio are fed into Speaker 1(upper right); the RF4900, BC220, and tape recorder output are fed into Speaker 2, upper left. The lower left speaker is for a Bearcat 300, on order. Of the two switchboxes atop the Panasonic, the left selects output from system 1 or two and selects speaker 1 or 2. The right box directs output from system 2 into the recorder. Of the two switchboxes atop the Bearcat 250, the upper box will direct audio from the new Bearcat 300; the lower box directs system 1 into the tape recorder. There is also provision to feed audio from Mike's stereo system into both speakers. The BC250 is used for public service monitoring and the BC220 for aircraft. There are two remote speakers located higher on the wall, and two in another room. A most interesting set-up from Mike, (IL-044).

Now, we need your photo-the size submitted by Mike is ideal- 5 x 7. It fits ideally in our 7 inch column width. My former mail order photo processor has sufficiently delayed the Spring Festival photos to the point where they arrived too late for this column. Look for the Spring Festival photo story next month, without fail. Let's hear from you with your station or local PD or FD photo!

Aircraft

Mark Holmes, Editor

Send private, commercial, firefighting and law enforcement aircraft frequencies of interest in the 108-136 MHz range and frequencies in other bands associated with airports and aircraft plus questions, articles, and tips related to aircraft monitoring to: Mark Holmes, 1601 W. Maplewood, Marion, IL 62959. Please send all military aircraft frequencies and info to the "MILITARY" column.

EDITOR'S COMMENTS

Thanks to Robert Hartmann (NY-2) and Rocky Rockefeller (KY-1) for contributing to this months column.

It should be pointed out that Jeppesen have recently changed their address. Members who desire a catalog of their aeronautical charts should now write to the following address: Jeppesen; 55 Inverness Drive East; Englewood, Colorado 80110. The other major aeronautical chart facility is National Ocean Survey, and a catalog will be mailed upon request by writing to: National Ocean Survey; Distribution Division (C-44); Riverdale, Maryland 20840.

QUESTIONS/CORRESPONDENCE

Robert Hartmann (NY-2); 16 Marvin Street; Mayville, New York 14757 would be interested in receiving cassette tapes of aircraft communications from other members.

Rocky Rockefeller (KY-1); 301 A Street; Price Road; Lexington, Kentucky 40505 would like to receive cassette tapes of aircraft communications that are really busy.

Recently, a member wrote and inquired how one airline compared to another in terms of passengers carried in 1979. Instead of listing just the two he specified, I have gone ahead and listed all the major carriers in the United States with at least 1 million and commuters with a minimum of 100,000 if anyone else is interested. Following those, I have listed a few of the foreign carriers for comparison, that one might hear on VHF or HF.

Eastern	42,748,000	Prinair	848,000
Delta	40,495,000	Ransome	616,000
United	36,082,000	Metro	461,000
American	31,263,000	Penn Commuter	358,000
Trans World	22,653,000	Henson	343,000
Braniff	14,511,000	Cascade	305,000
U.S. Air	14,152,000	Rocky Mountain	238,000
Republic	12,154,000	Royal Hawaiian	214,000
Western	12,069,000	Pilgrim	193,000
Northwest	11,708,000	Suburban	188,000
Pan Am	10,043,000	Air Illinois	182,000
Continental	9,878,000	Bar Harbor	169,000
Pacific Southwest	8,657,000	Scenic	166,000
National	6,598,000	Antilles Airboats	162,000
Frontier	6,538,000	Florida	161,000
Piedmont	5,513,000	Chautauqua	145,000
Hughes Airwest	5,165,000	Air North	128,000
Southwest	5,000,000	Command	125,000
Texas Int'l	4,540,000	Royale	120,000
Ozark	4,175,000	Air Oregon	119,000
Air California	2,860,000	Scheduled Skyways	115,000
Air Florida	1,139,000	Precision	100,000
British Airways	16,904,000	Swissair	8,662,000
Air Canada	14,587,000	Mexicana	6,208,000
Japan Air Lines	13,538,000	Olympic	5,023,000
Lufthansa	12,887,000	Aeromexico	4,607,000
Air France	10,789,000	Varig	4,213,000

DEFINITIONS

BEST RATE "SOUTHWEST 93 DESCEND AND MAINTAIN ONE ZERO THOUSAND, GIVE ME YOUR BEST RATE THRU ONE SIX THOUSAND" For traffic that is descending, it means using an airspeed that results in the greatest decrease in altitude over a period of time. For traffic that is climbing, it means using an airspeed that results in the greatest increase of altitude over a period of time.

HOLDING "HUGHES AIR 474 IS CLEARED TO THE NEWBERG VOR TO HOLD SOUTHWEST, LEFT TURNS, TEN MILE LEGS, EXPECT FURTHER CLEARANCE AT 1510Z, PORTLAND ALTIMETER THREE ZERO ZERO SEVEN" The maneuvering of an aircraft along a predetermined flight path within specific airspace limits while waiting for further clearance because of bad weather, traffic saturation, etc. Holding patterns are designated on Enroute Charts as being oval-shaped with two arrows.

IDENT "CAPITOL 728 IDENT ON CODE ONE ONE ZERO ZERO" A request for a pilot to push the identification button on their transponder with a specific 4-digit code. By doing this, the controller is able to confirm or locate an aircraft's position on a radar scope.

INTERSECTION DEPARTURE "FRONTIER 63, INTERSECTION DEPARTURE APPROVED, CLEARED FOR TAKE-OFF RUNWAY 20 RIGHT" A normal take-off on a runway from an intersection, saving an aircraft from having to taxi completely down to the end of the runway.

SQUAWK "PIEDMONT 606 SQUAWK CODE FOUR SEVEN TWO THREE" The process of tuning in one of 4,096 different 4-digit numbers on the aircraft's transponder. The transponder is useful to a controller in a radar environment only.

INTERNATIONAL AIRCRAFT PREFIX MARKINGS

Anyone that observes aircraft at airports will notice either a letter, letters, or letter and number at the beginning of their registration letters/numbers. These are on all aircraft, specifying in which country the aircraft is registered. Whether an individual listens to aircraft on VHF or HF, these markings are sometimes spoken. The following is the complete list as I have them.

A2 Botswana; A6 United Arab Emirates; A7 Qatar; A40 Oman; AN Nicaragua; AP Pakistan; B China; C2 Nauru; C5 Gambia; CC Chile; CCCP Russia; C & CF Canada; CN Morocco; CP Bolivia; CR & CS Portugal; CU Cuba; CX Uruguay; D Germany; D2 & DZ Angola; DQ Fiji; EC Spain; EI & EJ Ireland; EL Liberia; EP Iran; ET Ethiopia; F France; G United Kingdom; HA Hungary; HB Switzerland; HB Liechtenstein; HC Ecuador; HH Haiti; HI Dominican Republic; HK Columbia; HL Korea; HP Panama; HR Honduras; HS Thailand; HZ Saudi Arabia; I Italy; JA Japan; JY Jordan; LN Norway; LV & LQ Argentina; LX Luxembourg; LZ Bulgaria; N United States; OB Peru; OD Lebanon; OE Austria; OH Finland; OK Czechoslovakia; OO Belgium; OY Denmark; P North Korea; P2 Papua New Guinea; PDRL Laos; PH Netherlands; PJ Netherlands Antilles; PK Indonesia; PK West Irian; PP & PT Brazil; PZ Surinam; RP Philippines; S2 Bangladesh; SE Sweden; SP Poland; ST Sudan; SU Egypt; SX Greece; TC Turkey; TF Iceland; TG Guatemala; TI Costa Rica; TJ Cameroon; TL Central African Republic; TN Congo; TR Gabon; TS Tunisia; TT Chad; TU Ivory Coast; TY Benin; TZ Mali; VH Australia; VP, VQ & VR United Kingdom Colonies and Protectorates; VT India; XA, XB & XC Mexico; X2 Upper Volta; XU Democratic Kampucha; XV Vietnam; XY & XZ Burma; YA Afghanistan; YI Iraq; YK Syrian Arab Republic; YR Romania; YS El Salvador; YU Yugloslavia; YV Venezuela; Z, ZK, ZL & M New Zealand; ZP Paraguay; U, Z, ZS & ZT South Africa; 3A Monaco; 3B Mauritius; 3C Equatorial Guinea; 3D Swaziland; 3X Guinea; 4R Sri Lanka; 4W Yemen; 4X Israel; 5A Libya; 5B Cyprus; 5H Tanzania; 5N Nigeria; 5R Madagascar; 5T Mauritania; 5U Niger; 5V Togo; 5W Western Samoa; 5X Uganda; 5Y Kenya; 60 Somalia; 6V & 6W; Senegal; 6Y Jamaica; 70 Democratic Yemen; 7P Lesotho; 7QY Malawi; 7T Algeria; 8P Barbados; 8Q Maldives; 8R Guyana; 9G Ghana; 9H Malta; 9J Zambia; 9K Kuwait; 9L Sierra Leone; 9M Malaysia; 9N Nepal; 9Q Zaire; 9U Burundi; 9V Singapore; 9XR Rwanda; 9Y Trinidad and Tobago

THE VOR

Anyone that listens to aircraft communications knows that one of the most common of all terms used is the VOR. VOR is short for VHF Omnidirectional Range, a navigation system which was developed in the late 1940's. VOR stations operate on approximately half of the available frequencies in the 108-118 MHz range.

A TACAN, which stands for tactical air navigation, is a military navigational aid, however civil aviation does use a certain portion of the TACAN system. That portion deals with Distance Measuring Equipment, (DME) and since TACAN was for the military and the VOR for civil aircraft, the combining of the two is called a VORTAC. For all practical purposes, VOR and VORTAC will be spoken of as the same thing here on out, since the navigation part is identical.

A VOR station transmits beams called radials from a station in all directions. The best way to explain this is to picture the VOR as a bicycle wheel, thus the VOR is in the middle with the spokes being the radials. An airborne VOR receiver is used to detect these radials and indicate on which radial an aircraft is located. This enables a pilot to follow a specific radial to or from the station. Although the VOR broadcasts an infinate number of radials, the airborne receiver is calibrated to receive only 360.

Each radial is numbered according to its bearing from the station. The radials are all magnetic courses and many are used to form low altitude airways (Victor Airways) and high altitude airways (Jet Routes). If in receiving distance, a pilot can determine a bearing or line of position at any direction from a station.

When a radial from one station intersects with a radial from another station located nearby, that location is called an intersection. On aeronautical charts, intersections are designated with a five-letter name. Some intersections are used as holding patterns, altitude crossing fixes, approach gates, etc.

Today, approximately 1,200 VOR stations are located throughout the United States, providing navigational guidance to all types of aircraft.

FREQUENCIES

A nationwide air-to-ground telephone service may be implemented for U.S. airline passengers as early as next year. One company has applied to the FCC for frequencies in the 896-898 and 941-943 MHz ranges, covering 350 frequencies. Initially, the service would comprise 51 ground stations, with two or more phones on each participating airliner.

Listed below are the frequency allocations, ground stations and channel numbers operated in conjunction with telephones in civil aircraft which are found in the 454 and 459 MHz region of UHF. An * means that the service may not as yet be implemented. 80% of the multi-engine business aircraft in the United States are presently equipped with telephones.

CHANNEL	GROUND FREQUENCY	AIRBORNE FREQUENCY
1	454.950	459.950
2	454.900	459.900
3	454.850	459.850
4	454.800	459.800
5	454.750	459.750
6	454.700	459.700
7	454.725	459.725
8	454.775	459.775
9	454.825	459.825
10	454.875	459.875
11	454.925	459.925
12	454.975	459.975
SIGNALING	454.975	-

Alton, IL 4
Artesia, NM 1
* Albuquerque, NM 5
* Amarillo, TX 6
Beckley, WV 3
Boston, MA 3
* Boise, ID 4
Charleston, SC 4
Chicago, IL 1
Columbia, TN 12
Dallas, TX 4
Denver, CO 7
* Duluth, MN 2

Arlington, NB 6
Atlanta, GA 7,8,9
* Alliance, NB 5,12
* Bangor, ME 1,7
* Billings, MT 9
* Bismarck, ND 1
Casper, WY 6
Charlotte, NC 2
Cocoa, FL 3
* Colby, KS 9,11
Dayton, OH 6
Detroit, MI 2
Elmira, NY 5

El Paso, TX 9,11
* Fargo, ND 4,7
Fresno, CA 3
* Grand Canyon, AZ 12
* Great Falls, MT 2,12
* Houston, TX 1,9
Jackson, MS 2
Klamath Falls, OR 12
Little Rock, AR 6
Miami, FL 7,8
* Minneapolis, MN 3,11
New Orleans, LA 3
Oklahoma City, OK 3,12
* Pierre, SD 10
Phoenix, AZ 8
Redding, CA 6
* Richfield, UT 3,11
Salem, OR 3
San Diego, CA 9
Seattle, WA 1
Silver City, NM 3
Sweetwater, TX 2
* San Francisco, CA 1,8
Troy, AL 10
Vincennes, IN 11
Waterloo, IA 12
* Waycross, GA 1
* Elko, NV 5
Fairbanks, AK 5,6
* Glendive, MT 3
* Grand Junction, CO 4
Harlingen, TX 3
* Idaho Falls, ID 10
* Kansas City, MO 2,8
Las Vegas, NV 6
Los Angeles, CA 4,7,10
Middlesboro, KY 5
* Missoula, MT 7
New York, NY 6,8
* Ogden, UT 3,11
Pendleton, OR 8
Pittsburgh, PA 4
Reno, NV 2
* Rocky Mount, NC 11
Salina, KS 1
Santa Barbara, CA 5
Shreveport, LA 5
Spokane, WA 6
* San Antonio, TX 8
Tampa, FL 5
* Trinidad, CO 10
Washington, DC 1
Wausau, WI 5

? Beginners ?????? Corner

Have a question? If you are a new scanner listener and don't understand something about monitoring that most everyone else seems to understand, send in your question. When possible, your question and the answer will be printed. No answers will be sent by return mail. Your name will not be printed. Write to: David E. Crowley, 7234 Balson Ave., University City, MO 63130.

Q. I am a high school student, and our school system has recently installed VHF radio in its buses which operate at 152.420 MHz. Isn't this frequency for taxicabs only?

A. 152.420 MHz is in the Taxicab Radio Service, but in less populated areas, as defined by Standard Metropolitan Areas established by the census bureau, this frequency can also be assigned in the Business Radio Service for which schools are eligible. If you can get a look at your school's FCC license, I am fairly certain that it will state Business Radio Service. As you probably know, school buses are also eligible for the Special Emergency (medical) Radio Service. This question was answered using parts 90.75, 90.93 and 90.555 of the FCC rules.

Q. Where can I get a pre-amplifier to improve the effective sensitivity of my scanner?

A. Well, this one has me stumped, so I'll appeal to our readers to write to me with any information they have on pre-amplifiers intended specifically for use in the land-mobile frequency bands. Later on in this column I'll provide a list of suppliers of scanner accesories, and you may contact them directly. I do know of one instance in which

a TV booster amplifier was used successfuly to feed several crystal scanners from one roof antenna.

Q. My Realistic PRO 2001 is connected to an outdoor antenna and I get alot of interference from a local FM broadcast station (99.1 MHz) Is there anything wrong with my set?

A. All the frequency synthesized scanners are susceptible to interference from unwanted signals to one degree or another. This interference includes intermodulation distortion, image reception, front-end overload, and a host of tertiary electronic gremlins, the source of which is difficult to determine, even by experts. The FM station you mentioned puts out a whalloping 100,000 watts, so it is no surpise that its emmisions find their way down your coax and into your set. Here are some suggestions: 1) Try another PRO 2001, if possible, with same antenna in the same location, to determine if the problem is generic to the breed or specific to your scanner. 2) Try your scanner with indoor collapsible antenna which plug directly in the radio. It is not uncommon for synthesized scanners to work best with the simple antennas supplied with the set, since omni-directional outdoor antennas pick sources of interference as well as they do intended signals. 3) Consider a directional beam antenna, such as the one described by Robert Grove in the August 1979 issue of Popular Electronis. If anyone has a better idea, please let me know.

Beginners tip for the month: This month's question about the pre-amplifiers gave me a good excuse to assemble a little list of suppliers of scanner accesories. I have not dealt with any of these businesses, so I cannot comment on their services one way or the other.

Advanced Receiver Research, Box 1242, Burlington CT 06013.
Communications Center, 915 North Euclid, Anaheim CA 92801,(714)635-1033.
Communications Specialists, 426 West Taft Avenue, Orange CA 92667, (714) 998-2021, (800) 854-0547.
Capri Electronics, Route 1-D, Canon GA 30530, (404) 367-3712.
Don Nobles Electronics, Route 7, Box 610, Hot Springs GA 71901, (501) 623-6027

Electronic Signal Products, Inc. 2250G Landmeier Road, Elk Grove IL 60007, (312) 364-0080.
Hamtronics, Inc. 65 Moul Road, Hilton NY 14468.
Janel Laboratories, 33890 Eastgate Circle, Corvallis OR 97330.
MFJ Enterprises, Inc., Box 494 Mississippi State, MS 39762 (800) 647-1800.
Radio West, 3417 Purer Road, Escondido CA 92025 (714) 741-2891.
Vanguard Electronics Lab., 196-23 Jamaica Avenue, Hollis NY 11423.
VHF Engineering, 320 Water Street, Binghamton NY 13901.

There! Now I won't have to rummage around again for the names of these companies. See you all next month.

MONITORING & THE LAW

Send all articles, references, copies of monitoring laws and questions pertaining to the legal aspects of monitor radio listening to:

Editor needed for this column. If you are interested in monitoring laws, maybe have a modest collection of laws, maybe have some background in law and can type and spell and all that good stuff, please consider volunteering to be editor for the column. We need you. Write to: RCMA, P.O. Box 4693, Riverside, CA 92514.

VHF Marine

Rod O'Connor, Editor

Send information, articles, frequencies and how they are used and questions that relate to private, commercial and Coast Guard VHF maritime and inland waterways radio communications to: Rod O'Connor, USCG Group, 259 High St., South Portland, Maine 04106.

Greetings.
In the June issue I had listed some of the many frequencies which you readers have been supplying. I am happy to include a few more which I have received over the past few weeks.

From JOE (MD-Ø15)
"Correction to Chuck. Maryland Marine Police uses 39.22, not 39.33 mhz. This I got from the Department of Natural Resources, which the Marine Police is under. They also use 156.45Ø (VHF Channel 9) as their working channel." Other channels commonly used on Chesapeake Bay are:. 6,9,12,13,22,68,69,7Ø,71, & 8Ø.

From DENNIS (IL-Ø26)
He would like to see a listing of the Great Lakes Marine Operators. Are any other readers interested. As I mentioned before, if enough interest is shown, I will run a column or two on them.

From TONY (NJ-ØØ5)
New York Police Department Marine Police uses 156.85 mhz, VHF Channel 17.

From IRENE (CA LA 1Ø7)
"Coast Guard Radio Long Beach has shut down permanently. CG San Diego now monitors VHF Channel 16 (156.8Ø) distress frequency. The only other CG Radio guards are CG Channel Islands and CG Monterey for all of Southern California Coast.((Take note **please**, that although the Radio Long Beach site has been closed down physically, and military personnel removed, the antennas are still located there, and are connected by micro-wave to CG District 11 Headquarters in downtown Long Beach. There they are monitored 24-hours daily by search and rescue watchstanders. In no way has the distress guard been removed. Only the personnel have been changed, and if anything, the guard has been improved by the use of remote controlled transceivers.- ROC))

Here is some interesting information from Canadian member J.B. Rae. He advises that Toronto Coast Guard Radio, VBG, has installed a repeater on a hill ten miles north of Cobourg, Ontario which handles marine traffic on VHF Channels 16, 26, and 27, as well as weather info on 161.65 mhz.

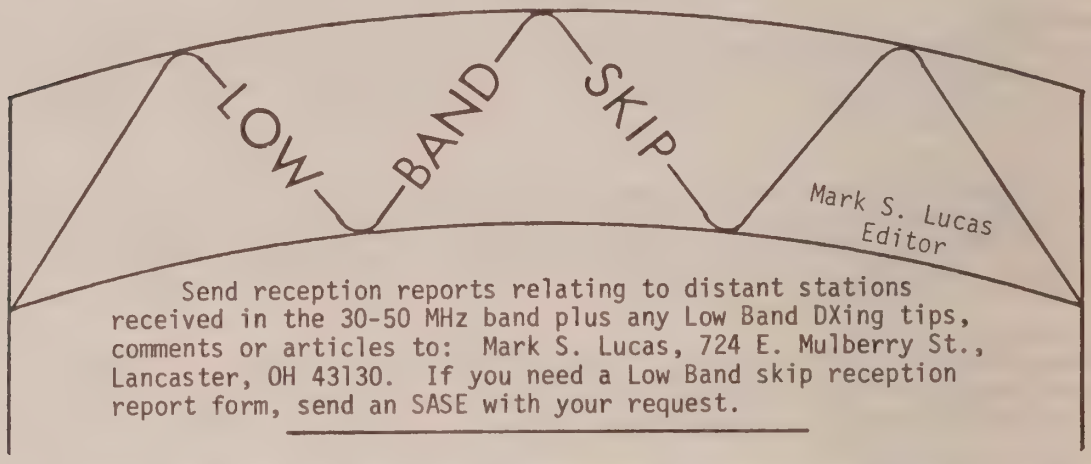
Besides supplying a new 1980 edition of Canadian Coast Guard Radio aids to Navigation, he advises of difficulty in getting scanners. Reportedly a Radio-Shack PRO 2001 lists for $559.00! A Bearcat 210 goes for $479.00 amd a Regency starts in the same price range. "The Big difference is that certain models of the Bearcat and Regency are available with "Canadian" tuning to cover the range of 138-170 mhz. The Regency has been available for some time, but the Bearcat 220 has only recently turned up with this tuning. Since this is where our municipal police have moved, and the Ontario Provincial Police are planning to join them, this is an important feature....The BC220 lists at about $600.00 right now."

Thanks go to FRANK (MO-Ø14) who reports that he is working on a list of marine frequencies used along the Mississippi River from Alton, Illinois to New Orleans. Many of us ought to be looking forward to seeing it. Frank is in charge of a fleet of tugboats in the Saint Louis Harbor.

VHF MARINE CONTINUE

MICHEL (CAN Ø17) has, in addition to furnishing one of my two lists of Canadian Coast Guard Publications, furnished a complete diagram and list of frequencies of the Vessel Traffic Management Program for the Saint Lawrence River of Quebec. I will cover this in a future column, when I detail several other Vessel Traffic Service Programs in use throughout the U.S. and Canada. Among some of the harbors which utilize the elaborate systems are New York Harbor, New Orlenas and Lower Mississippi River, Houston-Galveston, San Frnacisco and Puget Sound, Wash.

That is all I have for this month. Please send in any comments, questions or interesting information for use by fellow members.



Send reception reports relating to distant stations received in the 30-50 MHz band plus any Low Band DXing tips, comments or articles to: Mark S. Lucas, 724 E. Mulberry St., Lancaster, OH 43130. If you need a Low Band skip reception report form, send an SASE with your request.

Happy 204 to all of you! Well, summer now officially half over leaves us with a few more days of wonderful Sporadic-E skip! So jot down a few notes (in this column's format!) and send in right away.

A correction from FCC Topics Editor George DuBois from my April column. George stated that logging of Korean Broadcasting WAS NOT a harmonic, but WAS actually a STL (Studio-Transmitter Link.) I would at this time wish to clarify my position to such loggings. It is the RCMA's policy from its inception to list items of a TWO-WAY nature, so I shall no longer accept ONE-WAY transmissions as part of my column. I hope this doesn't upset too many people. So, on we go!

	FROM JOE (MD-015):		39.14 MHz	NO CALL	"31 Adam"	LASO
BASE	BC-220	3-10-80	1300-1600 EST		Los Angeles (Lennox Substation)	
			39.82 MHz	NO CALL	"51 Adam"	LASO
BASE	BC-220	3-10-80	1300-1600 EST		Los Angeles (Temple Substation)	
			39.94 MHz	NO CALL	NO ID	LASO
BASE	BC-200	3-10-80	1300-1600 EST		Los Angeles (San Dimas)	
			39.94 MHz	NO CALL	"Fresno 2"	Sheriff
BASE	BC-200	3-10-80	1300-1400 EST		Fresno, Cal.	
	FROM BOB (CA-LA-089):		33.82 MHz	KDQ 223	NO ID	FIRE
BASE	BC-250	4-4-80	1531 PST		E. Brunswick, N.J.	2300 Miles
			33.70 MHz	KCG 249	"Southbury"	FIRE
NASE	BC-250	4-4-80	1359 PST		Southbury, CT.	2300 Miles
			33.70 MHz	KLW 251	NO ID	FIRE
BASE	BC-250	4-4-80	1545 PST		Bridgewater, CT	2300 Miles
			33.70 MHz	KGF 261	NO ID	FIRE
BASE	BC-250	4-6-80	0857 PST		New Haven Hose Co., Connelsville, PA	
			33.70 MHz	KDP 395	NO ID	FIRE
BASE	BC-250	4-6-80	07?? PST		Cattaraugus Co., N.Y.	2200 Miles
			33.70 MHz	KGF 392	NO ID	FIRE
BASE	BC-250	4-5-80	1200 PST		Pottstown, PA.	2100 Miles
			33.82 MHz	KCA 378	NO ID	FIRE
BASE	BC-250	4-5-80	1231 PST		New Haven, CT	2300 Miles
			33.82 MHz	KVM 303	"Nieishillen Control"	FIRE
BASE	BC-250	4-2-80	0709 PST		Nieishillen Twp (Louisville), Ohio	
			33.70 MHz	KJP 390	NO ID	FIRE
BASE	BC-250	4-4-80	1537 PST		West Point, VA.	2100 Miles
			33.70 MHz	KCD 353	NO ID	FIRE

LOW-BAND SKIP (CONTINUED)

BASE	BC-250	4-4-80	1500 PST	Lancaster, MASS	2400 Miles
			33.82 MHZ	KLO 327 NO ID	FIRE
BASE	BC-250	4-6-80	0812 PST	Goochland CO., VA	2100 Miles
			33.60 MHz	KCG 491 NO ID	FIRE
BASE	BC-250	4-4-80	1520 PST	Wallingford, CT	2300 Miles
			33.70 MHz	KCD 498 NO ID	FIRE
BASE	BC-250	4-2-80	0605 PST	Sandwich, MASS	2400 Miles
			33.70 MHz	KCD 473 NO ID	FIRE
BASE	BC-250	4-4-80	1500 PST	Wolcott, CT	2300 Miles
			33.70 MHz	KDP 406 "South Dayton"	FIRE
BASE	BC-250	4-5-80	0733 PST	S. Dayton, N.Y.	2300 Miles
			33.70 MHz	KGE 467 NO ID	FIRE
BASE	BC-250	4-5-80	1212 PST	Ashville, PA	2100 Miles
			33.70 MHz	KDP 401 NO ID	FIRE
BASE	BC-250	4-6-80	0732 PST	Hinsdale, N.Y.	2200 Miles
			33.82 MHz	KWO 549 "Plain Control"	FIRE
BASE	BC-250	4-5-80	1145 PST	Plain Twp., Ohio	1900 Miles
			33.82 MHz	KEG 514 "Perth Amboy FD"	FIRE
BASE	BC-250	4-2-80	NO TIME GIVEN	Perth Amboy, N.J.	2300 Miles
			33.70 MHz	KCE 527 "Woodbury"	FIRE
BASE	BC-250	4-4-80	1528 PST	Woodbury,CT	2300 Miles
			33.70 MHz	KCE 537 NO ID	FIRE
BASE	BC-250	4-4-80	1445 PST	Sterling, MASS	2400 Miles
			33.70 MHz	KCH 585 "Control A"	FIRE
BASE	BC-250	4-4-80	1445 PST	Rutland, MASS	2400 Miles
CA-LA-089 CONTINUED:			33.70 MHz	KCD 511 NO ID	FIRE
BASE	BC-250	4-4-80	1500 PST	Camdon, Main	2500 Miles
			33.70 MHz	KCD 575 "Cheshire FD"	FIRE
BASE	BC-250	4-4-80	1500 PST	Cheshire, CT	2300 Miles
			33.82 MHz	KGD 523 NO ID	FIRE
B/M	BC-250	4-6-80	0829 PST	Clintonville,PA	2100 Miles
			33.70 MHz	KFD 651 "151"	FIRE
BASE	BC-250	4-5-80	0845 PST	Cambria,PA	2100 Miles
			33.70 MHz	KQE 686 NO ID	FIRE
BASE	BC-250	4-6-80	0940 PST	Jefferson Twp (Dayton),Ohio	
			33.82 MHz	KQM 648 "Canton Twp"	FIRE
BASE	BC-250	4-7-80	1343 PST	Canton Twp, Ohio	1950 Miles
			33.70 MHz	KUE 698 "Montgomery Co. Radio"	FIRE
BASE	BC-250	3-28-80	0902 PST	Montgomery Co., PA	2200 Miles
			33.70 MHz	KCE 669 NO ID	FIRE
BASE	BC-250	4-4-80	1532 PST	New Milford, CT	2300 Miles
			33.70 MHz	KCG 651 "Derby FD"	FIRE
BASE	BC-250	4-4-80	1549 PST	Derby, CT	2300 Miles
			33.82 MHz	KCE 632 NO ID	FIRE
BASE	BC-250	4-4-80	1400 PST	Newton, MASS	2400 Miles
			33.74 MHz	KEM 609 NO ID	FIRE
BASE	BC-250	4-7-80	1400 PST	Elkton, VA	2100 Miles
			33.70 MHz	KGH 706 NO ID	FIRE
BASE	BC-250	4-5-80	0803 PST	Jeanette, PA	2100 Miles
			33.70 MHz	KFC 717 NO ID	FIRE
BASE (?)	BC-250	3-29-80	0922 PST	MEMBERSHIP HELP ON ID!?????	
			33.70 MHz	KFR 704 NO ID	FIRE
BASE	Sonar FR-2528	3-29-80	1100 PST	Peterstown, W.VA.	2000 Miles
			33.70 MHz	KJS 705 NO ID	FIRE
B/M	BC-250	4-5-80	1130 PST	Meyersdale,PA	2100 Miles
			33.70 MHz	KGD 713 NO ID	FIRE
Mobile	BC-250	4-5-80	1140 PST	Patton, PA	2100 Miles
			33.70 MHz	KGD 745 NO ID	FIRE
BASE	BC-250	4-5-80	1308 PST	N. Huntington Twp (Circleville),PA	
			33.70 MHz	KGH 732 NO ID	FIRE
BASE	BC-250	4-6-80	0705 PST	Uniontown, PA	2100 Miles
			33.70 MHz	KCE 721 NO ID	FIRE
BASE	BC-250	4-6-80	0947 PST	Litchfield,CT	2300 Miles
			33.70 MHz	KGE 880 NO ID	FIRE

LOW BAND SKIP (CONTINUED)

BASE	BC-250	4-5-80	1208 PST	Derry Twp (Brandenville),PA	
		33.70 MHz	KCE 869	NO ID	FIRE
BASE	BC-250	4-4-80	1455 PST	Prospect, CT	2300 Miles
		33.70 MHz	KYU 839	"Fire Control"	FIRE
B/M	BC-250	4-2-80	1455 PST	Cambria Co., PA	2100 Miles
		33.82 MHz	KGE 834	"Bruin Base"	FIRE
BASE	BC-250	4-5-80	0845 PST	Bruin, PA	2100 Miles
		33.70 MHz	KGD 848	NO ID	FIRE
BASE	BC-250	4-5-80	0854 PST	Windber, PA	2100 Miles
		33.70 MHz	KCC 944	NO ID	FIRE
BASE	BC-250	4-4-80	1314 PST	Torrington,CT	2300 Miles
		33.70 MHz	KCC 907	NO ID	FIRE
B/M	BC-250	4-4-80	1700 PST	Blue Hill,Maine	2500 Miles
		33.70 MHz	KGE 997	NO ID	FIRE
BASE	BC-250	4-6-80	0702 PST S.	Kensington FD, Lower Butell,PA	
		33.74 MHz	KQR 501	NO ID	FIRE
BASE	BC-250	4-8-80	1000 PST	Strasburg,VA	2100 Miles
		33.74 MHz	KDG 739	NO ID	FIRE
BASE	BC-250	4-8-80	1000 PST	Shenandoah Co., VA	2100 Miles
		33.70 MHz	KCB 951	NO ID	FIRE
BASE	BC-250	4-6-80	0711 PST	Wells, Maine	
		33.74 MHz	KYO 430	NO ID	FIRE
BASE	BC-250	4-12-80	0916 PST	LOCATION UNKNOWN??? (HELP!)	
		33.74 MHz	KII 553	NO ID	FIRE
BASE	BC-250	4-12-80	0941 PST	Broadway,VA	2100 Miles
		33.74 MHz	NO CALL	"Fire Alarm"	FIRE
BASE	BC-250	4-12-80	1430 PST	Boston,MASS	2400 Miles
		33.74 MHz	KDA 670	"Augusta Co. Control"	FIRE
BASE	BC-250	4-12-80	0935 PST	Augusta Co., VA	2100 Miles
		33.74 MHz	KEG 603	NO ID	FIRE
BASE	BC-250	4-12-80	0945 PST	Milford, N.J.	2300 Miles
		33.74 MHz	KXM 868	"Bedford Co. Control"	FIRE
BASE	BC-250	4-12-80	0800 PST	LOCATION UNKNOWN??? (HELP!)	

CA-LA-089 CONTINUED:

Member LARRY (MICH-001) comes a request for assistance as to the origin of SPANISH-SPEAKING transmission on the frequency of 39.18 MHz. He states he hears this almost daily and would appreciate anyone with a knowledge of Espanol or monitors this frequency,PLEASE STEP FORWARD! Surely somebody has heard it in the past, and can ID it as whether it be Mexico or somewhere in Northern South America.

Quite a massive list from Bob. So where are the rest of YOU?! Even two pages is better than nothing from nobody! A SASE (one of those devices whereby you address yourself with a small piece of governmental "currency." And for you curious among us, it'll be two months from the date you send your material when it shall appear in the newsletter,due to my deadline.

FINALLY, to repeat my opener, from this point onward, ONLY TWO-WAY radio communications shall be considered for publishing in this column. YES! It IS the number 2 goal as listed on the back of your newsletter, so it pays to read what's on the back now and then.

Railroads

Ken Fitzgerald, Editor

Send information about railroad frequencies and their uses, radio system details, tips for monitoring railroads, explanations of railroad jargon and related information and questions to: Ken Fitzgerald,

As the first order of business in July I want to thank Bryan Hunnel for filling in for me last month, in addition to his fine efforts as editor. I have recently started a new job, and the interviewing, training, and now moving has taken up a great deal of my time in the past four months. I apologize to those members who have written for information and haven't received a reply yet, but things are settling back to normal and I will have the time to answer all your letters very soon now.

This month's column will consist of corrections to May's column on railroad mobile telephones, and a list of Amtrak radio assignments. As soon as I get them unpacked, I will be writing August's column using some of the many contributions I have been receiving. The masthead will reflect the change soon, but in the meantime here is my new address and phone:

121 East Hackberry
Enid, OK 73701

(405) 242-2279

Writing about railroad mobile telephones in May was educational for me too, and now it is time to eat crow and correct the errors I either found myself or were pointed out to me by other more knowledgeable members. Concerning the Santa Fe's system, the correct three-digit code for "bringing up" a PBX is 1-2-*, while the correct code for "bringing down" a PBX is 1-2-#. Several California members pointed out to me that Southern Pacific's snow plows and flangers which are pushed by locomotives to clear the tracks of snow in mountainous areas in winter are PBX-equipped. In addition, a dozen locomotives, numbered 8300-8305 (masters) and 8350-8355(slaves) are also PBX-equipped(for those members who are unfamiliar with the terms "masters" and "slaves", this has to do with the remote radio control of locomotives in the middle or rear of a train from the lead locomotive, and the above engines are equipped to use the PBX's so that the train crew could call communications engineers directly in their offices if they encountered problems with the remote control system. I will discuss this system in greater detail in a future column).

On the Union Pacific, the correct one-digit access code is "*", while the correct hang-up code for a mobile unit is "#". After having mailed the May column in, I learned the Frisco had switched over to an automatic system for its PBX's, and I am working on getting the access codes. Since the Frisco is scheduled to be absorbed into the Burlington Northern system soon, I will keep you advised on what changes this will bring about radiowise.

A locomotive engineer acquantance of mine sent me a list of Amtrak radio assignments, which I will now pass along. I know the list is not complete because it does not include the assignments for such eastern runs as the "Montrealer" on the Boston & Maine, but hopefully with this list as a starting point we can fill in the gaps. The three digit code in the far left column is stamped on all Amtrak radio packs, while the control heads are left blank except for channel numbers. To know what channels he is equipped with on a certain locomotive, an engineer must open the radio cabinet in the engine's nose, and match the three digit

number against the one on this list. The "A1" through "B4" designations refer to the channel numbers off the radio control head in the locomotive cab. The control head has two selector knobs--one with channels 1 thru 4 on it, and the other to select the A or B range. The initials in parenthesis next to the railroad's name refer to the old railroad company, previous to merger, that the channel was taken from. "Transmit" and "receive" are given for the locomotives, so base stations would be the opposite. To my knowledge, the use of channels B1 and B2 of assignment #006 by the C&O/B&O(Chessie System) is being phased out completely in favor of channels A4 and B3 in line with Chessie's four-channel radio system which is now being implemented(more next month).

AMTRAK RADIO ASSIGNMENT

November 14, 1979

	Railroad	Service	Transmit	Receive
001	A1- M.P.	Road	160.410	160.410
	A2- T.P.&W.	Road	161.400	161.400
	A3- G.T.W.	Road	160.590	160.590
	A4- G.T.W.	Dispatcher	160.530	160.530
	B1- I.C.G.(IC)	Road #1	161.190	161.190
	B2- I.C.G.(GM&O)	Road #2	160.920	160.920
	B3- Conrail	Road #1	160.800	160.800
	B4- Conrail	Road #2	161.070	161.070
002	A1- A.T.&S.F.	Road	160.650	160.650
	A2- S.P.	Road	161.550	161.550
	A3- B.N.	Road	161.100	161.100
	A4- U.P.	Road	160.740	160.740
	B1- Milwaukee	Road	160.770	160.770
	B2- M.P.	Road	160.410	160.410
006	A1- Southern	Road	160.950	160.950
	A2- Conrail	Road #1	160.800	160.800
	A3- Conrail	Road #2	161.070	161.070
	A4- C&O/B&O	Road #1	160.230	160.230
	B1- C&O/B&O	Road(C&O)	160.410	160.410
	B2- C&O/B&O	Dispatcher(C&O)	161.310	160.410
	B3- C&O/B&O	Road #2	160.320	160.320
	B4- N&W/ICG(IC)	Road #1(both)	161.190	161.190
007	A1- Southern	Road	160.950	160.950
	A2- Southern	Dispatcher	160.830	160.245
	A3- Conrail	Road #1	160.800	160.800

Railroads (continued)

	Railroad	Service	Transmit	Receive
008	A1- M.P.	Road	160.410	160.410
	A2- A.T.&S.F.	Road	160.650	160.650
	A3- G.T.W.	Road	160.590	160.590
	A4- G.T.W.	Dispatcher	160.530	160.530
	B1- I.C.G.(IC)	Road #1	161.190	161.190
	B2- I.C.G.(GM&O)	Road #2	160.920	160.920
	B3- Conrail	Road #1	160.800	160.800
	B4- S.P.	Road	161.550	161.550
009	A1- S.C.L.(ACL)	Road	160.590	160.590
	A2- S.C.L.(SAL)	Road	161.100	161.100
	A3- R.F.&P.	Road	161.550	161.550
	A4- R.F.&P.	Dispatcher	161.490	161.550
	B1- Conrail	Road #1	160.800	160.800
	B2- C&O/B&O	Road #1	160.230	160.230
	B3- C&O/B&O	Road #2	160.320	160.320
	B4- N.&W.	Road #1	161.190	161.190
010	A1- S.C.L.(ACL)	Road	160.590	160.590
	A2- S.C.L.(SAL)	Road	161.100	161.100
	A3- R.F.&P.	Road	161.550	161.550
	A4- R.F.&P.	Dispatcher	161.490	161.550
	B1- Conrail	Road #1	160.800	160.800
	B2- Conrail	Road #2	161.070	161.070
	B3- L.&N.	Dispatcher	161.520	161.370
	B4- L.&N.	Road	161.370	161.370

With this as a starting point, maybe one of you out there can track down assignments 003, 004, and 005(and beyond 010 if there are any). As I said earlier, I am going to do a better job from now on in responding to the personal inquiries that have been sent to me, and please keep those contributions and questions coming in. See you next month!

From Bryan CA OR 097
Railroad Collectors Show and Sale (time tables and photos)
Sunday August 3 1980 time 9:00 am thru 3:00 pm
At Holliday Inn of Buena Park 7000 Beach Blvd, Buena Park Calif.
Take the Riverside Freeway (91) to the Beach Blvd. exit your now very close Most time tables are a Dollar or less.

Business, Etc.

Chuck Gysi, Editor

This column is for reporting frequency and radio system information for the following varied services: business, forest products, petroleum industry, special industrial, manufacturers, news media (behind-the-scenes radio, TV & newspaper), motion picture industry, security (private patrol, detective agencies, campus security & police, amusement park & stadium security, shopping center & mall security, plant/business/hotel security, etc.), General Mobile Radio Service (GMRS), mobile phone/RCC & paging, trucking firms, bus lines, taxi cabs, tow trucks, utility companies (private & municipal water, power, electric, gas, telephone, etc.), and all school & college related frequencies. Send information and questions pertaining to the radio services covered in this column to: Chuck Gysi, P.O. Box 216, Willow Grove, PA 19090.

From Karl CA OR 022

Freq.	Service	Transmitter City	Name	Call Sign	Number of Stations BA	MO	OTH	TYPE
27.390	Business	Reno	Harrahs Club	KF4375		14		MO
	Business	Las Vegas	Prell Hotel Corp	KLG934	1	12		BM
27.450	Business	Reno	Harrahs Club	KF4375		14		MO
27.530	Business	Reno	Harrahs Club	KF4375		14		MO
30.760	Business	Reno	Harrahs Club	KF4375		28		MO
31.000	Business	Reno	Harrahs Club	KF4375		28		MO
31.040	Business	Las Vegas	Calif Hotel & Casino	KQE316	1			BA
	Business	Las Vegas	Jockey Club	KYJ725	1			BA
31.240	Business	Las Vegas	Mint Hotel	KVK975	1			BA
	Business	Reno	Harrahs Club	KF4375		28		MO
33.140	Business	Reno	Harrahs Club	KF4375		14		MO
35.020	Business	Reno	Harrahs Club	KF4375		14		MO
35.080	Business	Las Vegas	Hilton Hotel	KQT263	1			BA
35.100	Business	Reno	Harrahs Club	KF4375		14		MO
35.120	Business	Reno	Harrahs Club	KF4375		14		MO
35.140	Business	Reno	Harrahs Club	KF4375		14		MO
35.180	Business	Reno	Harrahs Club	KF4375		14		MO
35.700	Business	Reno	Harrahs Club	KF4375		14		MO
35.720	Business	Reno	Harrahs Club	KF4375		14		MO
35.880	Business	Reno	Harrahs Club	KF4375		14		MO
35.900	Business	Reno	Harrahs Club	KF4375		14		MO
35.920	Business	Reno	Harrahs Club	KF4375		14		MO
35.980	Business	Reno	Harrahs Club	KF4375		14		MO
42.980	Business	Reno	Harrahs Club	KF4375		14		MO
43.160	Telephone	Las Vegas	Bell Telephone Co	KE8636		130		MO
45.920	Spec Emer	Incline	N Shore Search & Rescue	KSM987	1	12		BM
47.420	Spec Emer	Reno	Amer Nat'l Red Cross	KIK708	1			BA
151.665	Business	Las Vegas	Airport Casino Inc	KAZ358	1	10		BM
151.715	Business	Las Vegas	Holiday Casino Inc	KYQ279	1	7		BM
151.745	Business	Las Vegas	Hotel Riviera Inc	KJA645	1	10		BM
151.775	Business	Crystal Bay	Cal-Neva Lodge	KC4565	1	7		BM
	Business	Incline	Hyatt Tahoe Inc	KWY811	2	24		BM
	Business	Las Vegas	Paradise Road Hotel	KX5968		10		MO
151.805	Business	Las Vegas	Casino Coin Machine Co	KLP569	1	5		BM
	Business	Las Vegas	Aid Bail Service	KRA831	1	3		BM
151.835	Business	Las Vegas	Rendezvous Hotel & Casino	KIM565	1	8		BM
151.865	Business	Las Vegas	Paradise Hotel & Casino	KZL231	1	10		BM
	Business	Las Vegas	20th Century Ho & Cas	KSC988	1	10		BM
151.925	Business	Las Vegas	Circus-Circus Inc	KLT322	1	15		BM
	Business	Las Vegas	Communication Spec Inc	KVE475	1	8		BM
151.955	Business	Reno	Nat'l Air Races	KXD875	2	20		BM
153.260	Manufact	Reno	North Am Rockwell Corp	KER840	1	25		BM
154.515	Business	Las Vegas	Aladdin Hotel Corp	KCD229	1	10		BM
154.540	Business	Las Vegas	Hilton Hotels Corp	KQT480	1	30		BM
	Business	Reno	Sands Motor Inn Inc	KMG709	1	6		BM
154.570	Business	Carson City	Carson Nugget Inc	KD3398		5		MO
	Business	Aladdin Hotel & Casino (L.V.)		KX4532		30		MO
	Business	Las Vegas	N. Las Vegas Casino Inc	KY9631		10		MO
154.600	Business	Hacienda Hotel Inc (Las Vegas)		KN2614		8		MO
	Business	Stateline	Sahara Tahoe Hotel	KD6344		5		MO
154.625	Business	Crystal Bay	Cal-Neva Lodge	KKN389	1			BA
	Business	Reno	Carda Hotels Inc	KTQ622	1			BA
154.785	Police	Sutcliffe	Pyramid Lake Indian Tribal	KV2987		15		MO
	Police	Sutcliffe	Pyramid Lake Indian Tribal	WBC402			1	CO
155.790	Police	"	" " "	KV2978		15		MO
	Police	"	" " " "	KYJ335	1			BA
	Police	"	" " " "	KYJ336	2			BA
157.560	Business	N Las Vegas	Silver Nugget	KZF428	1	10		BM
157.740	Business	Stateline	Sahara Tahoe Corp	KLS389	2			BA
158.460	Business	Las Vegas	Lucerne Hotel	KVH551	1			BA
	Business	Las Vegas	River Boat Casino Inc	KXA968	1			BA
452.775	Motor Carrier	Reno	Reno Armored Transport	KAN574	1	15		BM
452.800	Motor Carrier	Las Vegas	Purolator Security Inc	KMK700	1	25		BM
461.325	Business	Las Vegas	Flamingo Capri Hotel	KES921		15		MO
"	"	" "	" " "	KES921			1	BR

FREQ.	SERVICE	TRANSMITTER CITY	NAME	CALL SIGN	NUMBER OF STATIONS BA	MO	OTH.	TYPE
462.750	Business	Stateline	Harveys Resort Hotel	KWC590	1			BA
462.775	Business	Reno	Sahara Reno Hotel	KOP223	1			BA
462.825	Business	Las Vegas	MGM Grand Hotel Inc	KUF444	1			BA
	Business	Reno	MGM Grand Hotel Reno Inc	KOA760	1			BA
462.900	Business	Las Vegas	Sands Hotel	KVJ230	2			BA
462.925	Business	Las Vegas	Aladdin Hotel & Casino Inc	KZY272	1			BA
463.325	Business	Las Vegas	Hilton Hotels Corp	KVR332	1	9		BM
463.375	Business	Las Vegas	Hilton Hotels Corp	KQT480			1	MR
463.475	Business	Las Vegas	Casino Operations Inc	KEA718		15	1	MO & MR
463.575	Business	Las Vegas	Desert Inn & Country Club	KWN603	1	7		BM
463.600	Business	Las Vegas	Grand Resorts Inc	KVS350	1		1	BA & MR
463.775	Business	Las Vegas	Castaways Casino	KIV744	1	5		BM
	Business	Las Vegas	Silver Slipper	KIV765	1	5		BM
463.900	Business	Las Vegas	Showboat Inc	KUT994	1	10		BM
464.000	Business	Las Vegas	Holiday Inn	KTR326			1	BM
464.050	Business	Las Vegas	Mint Hotel & Casino	KEZ379		10		BM
464.150	Business	Las Vegas	Bally Distributing Company	KUD390			1	MR
	Business	Reno	" " "	KU4193		20		MO
	Business	Reno	" " "	KXO420			1	MR
	Business	Reno	" " "	KXO421	1			BA
464.225	Business	Las Vegas	Holiday Inn Downtown	KKZ942		10	1	MO & MR
464.325	Business	Las Vegas	Motel 6 Inc	KIM620	1	8		BM
	Business	Las Vegas	Marianna Inn Inc	KIT550	1	1		BM
464.375	Business	Las Vegas	Caravan Travel Lodge	KRH545	1	5		BM
464.425	Business	Las Vegas	Desert Inn	KS7921		15		MO
	Business	Las Vegas	" "	KWK203			1	MR
464.525	Business	Las Vegas	Sahara Nevada Corp	KEM267			1	BR
464.575	Business	Las Vegas	Fremont Hotel Inc	KBD780			1	MR
464.625	Business	Las Vegas	Dunes Hotel & Country Club	KZU324			1	MR
464.675	Business	Las Vegas	Desert Palace Inc	KSV244	1	10		BM
464.725	Business	Las Vegas	Stardust Hotel	KDI337	1	15	1	BM & MR
464.850	Business	Las Vegas	Maxim Hotel	KIS670			1	MR
464.925	Business	Reno	Onslow Hotel & Casino	KFX450	1	20		BM
464.975	Business	Las Vegas	North Las Vegas Casino Corp	KIM408	1	6		BM
465.000	Business	Las Vegas	Landmark Hotel	KFK546	1			BA
466.900	Business	Las Vegas	Salvation Army	KM7030		12		MO
	Business	Las Vegas	" "	KQU90			1	CO
468.213	Business	Reno	MGM Grand Hotel	KM3023		6		MO
12210.000	Business	Las Vegas	Hilton Hotels Corp	WAA625			1	OF
12330.000	Business	Las Vegas	" " "	WAA627			1	OF
12450.000	Business	S Las Vegas	" " "	WAA625			1	OF
12590.000	Business	S Las Vegas	" " "	WAA625			1	OF
17459.000	Business	S Las Vegas	" " "	WAA625			1	OF

151.775	Business	Las Vegas	Frontier Hotel
151.745	Business	Stateline	Sahara Tahoe Hotel
151.685	Business	Las Vegas	Showboat Inc
151.805	Business		Saraha Nevada Corp
151.895	Business		Wagon Wheel Saloon & Gambling Hall
154.540	Business	Las Vegas	International Hotel
153.995	Business	Las Vegas	Circus-Circus Inc
158.460	Business	Stateline	Harrahs Club

PUBLIC SAFETY - WEST

Send Public Safety and Special Emergency frequencies, radio system details and questions for Alaska, Arizona, Colorado, Hawaii, Idaho, Montana, Nevada, New Mexico, Oregon, Utah, Washington and Wyoming to: Lyle Galdiera and Bob Gehri, 3205 SW Corbett, Portland, OR 97201.

Send material and questions for California to: Eric Christensen, 2360 Brentford Rd., San Marino, CA 91108.

Even though the cover of this RCMA issue says JULY...I can assure you that as I write this portion of the PS WEST column it is still dreary May here in Oregon. A bit on the cold side with lots of clouds and showers. I hope where you are right now the sun is shining and it's hot as blazes!!! Enough on the weather...now on to the column.

We still have a tremendous lack of support from members in PS WEST states. As a matter of fact the only entry this month is from Oregon.

OREGON

The summer months are here...and that means the constant threat of forest fire. GEORGE (OR-001) sends us some in depth information on the Oregon Department Of Forestry...

Western District

Northwest Division

Clatsop & Tillamook counties.....151.190/151.460
Columbia, Washington & Yamhill counties.....151.145/151.400

Clackamas-Marion Division

Clackamas & Marion counties.....151.160/151.430

Linn Division

Linn county.....151.205/151.475

Western Oregon Division

Polk, Benton & Lincoln counties.....151.750/151.445
West Lane county.....151.190
East Lane county.....151.220/151.490

Douglas Division

Douglas county.....151.160

Southwest Division

Josephine county.....151.190
Jackson county.....151.175
Coos & Curry counties.....151.205

North Central District

West Central Division

Hood River & Wasco counties.....151.175

Eastern District

West Central Division

Deschutes, Jefferson & Crook counties.....151.175

Walker Range Division

North Klamath county.....151.145

Klamath Lake Division

Klamath & Southwest Lake counties.....151.205

Northeast Division

Wallowa, Umatilla, Union & Baker counties.....151.160

East Central Division

Grant & Wheeler counties.....151.205

Southeast Division

Harney, Lake & Malheur counties.....151.190

STATEWIDE FIRE CACHE.....158.895/159.465
SIMPLEX.....151.340/151.310

From LYLE (OR-009). For those of you who are confused by publications regarding NETS 10, 11 and 12 for Portland Police Radio...here is the correct list for THE UNIFIED RADIO SYSTEM FOR MULTNOMAH COUNTY...

PPB NET 1 460.325 (R) Dispatch city cars Central precinct
PPB NET 2 460.200 (R) Dispatch city cars East & North precincts swing shift-3pm
PPB NET 3 460.100 (R) Dispatch city cars North precinct 3pm-swing shift
MCS NET 4 460.125 (R) Dispatch county cars

	NET 5	460.425 (R)	Car to car city & county
PPB	NET 6	460.250 (R)	Car to car, events & detectives city
MCS	NET 7	460.350 (R)	Car to car, events & detectives county
	NET 8	460.050 (R)	Warrant & license information city & county
	NET 9	460.275 (R)	Stakeouts city & county
	NET 10	460.275 Simplex	Hand-held to hand-held city & county
	NET 11	460.250 Simplex	Hand-held to hand held city

At this writing there is no Net 12

contact/info wanted

The purpose of this column is twofold: 1) CONTACT --- It helps members to contact other members. If you want to meet, telephone or correspond with other members (by letter or cassette tape) in a certain geographic area or with members who have similar listening interests, this is the place to say so. 2) INFO WANTED --- This column helps members to obtain information directly from other members on various subjects related to two-way communications monitoring above 30 MHz.

Members who wish to contact you will do so directly, so be sure to give your phone number and best time to call and/or your address. Write to: Larry H. Brown, 1717 Leith St., Flint, MI 48506.

I am interested in correspondance with any & all who are using a Radio Shack TRS-80 computer for frequency files. Any body interested in a CBBS (Computer Bulletin Board System) for exchanging frequencies and dispatch system information? I have a 48 K modi with 4 disk drives and a line printer III. RICK FRY, c/o Radio Shack 3080, 732 B E. Vista Way, Vista, California 92083.

Members in the St. Louis Metropolitan Area who have not yet been contacted regarding formation of a St. Louis Area Chapter of RCMA should contact Mike Redman (MO-002), P.O. Box 1177, St. Charles, Missouri 63301. The Chapter will include members in these Missouri counties: Lincoln, St. Charles, Franklin, Jefferson, St. Louis. Illinois counties included are Calhoun, Jersey, Madison, Monroe, and St. Clair.

I would like to exchange cassette tape recordings of traffic helicopters in major cities throughout the United States. I will provide recording of ARCO Go-Patrol and Shadow Traffic Network in Philadelphia in exchange for recording of traffic copters in your city. If you wish to write first, do so. CHUCK GYSI (PA-005), P.O. Box 216, Willow Grove, Pennsylvannia 19090.

New member, who is a taxi driver and part time dispatcher, would like to hear cassette tapes of taxi communications, especially from large urban areas. Will buy or duplicate and return, please specify. JOHN MARX, P.O. Box 971, Madison, Wisconsin 53701.

I would like to hear from any other RCMA members in the Cariboo area who use their radios with special interest in the VHF-Hi band. ROBERT, Box 4761, Williams Lake, B.C. V2G 2B4 Canada.

Member has a correct listing of Georgia State Patrol ten signals and would like to trade for a list of Georigia State Patrol radio signals, listing of Georgia State Patrol post numbers and/or same info for state police in Florida or Alabama. C. SCOTT TEXTOR (GA-005), 1260 S. Cobb Dr. 37, Marietta, Georgia 30060.

I am in the process of buying a 225-400 MHz UHF aircraft receiver and would like other members ideas and suggestions about the proper antenna to use. LARRY BROWN (MI-011), 1717 Leith St., Flint, MI 48506.

CALIF DIVISION OF FORESTRY

CDF Region 1	151.385		
CDF Region 2	151.325		
CDF Region 4	151.265/159.330	Fresno	KMB-318
CDF Region 5	151.445/159.345	Monterey	KVZ-20
CDF Region 6	151.265/159.330	Riverside	KVZ-66
State Net	151.355/159.300		
Handie-talkie	151.220 (RED)		
Yellow Air Net	151.310 Used by Riverside, Orange, & San Bernardino	(Ryan ATB)	KYR-60
Green Air Net	151.295 Used by San Diego	(Paso ATB)	KHH-80
Blue Air Net	151.280	(Fresno ATB)	KVE-51

LOCAL CDF NETS

Perris	KVZ-63	151.385/159.360	Riverside	61/6200	Y
Monte Vista	KVE-80	151.190/159.225	San Diego	63/6600	G
Orange	KVZ-26	151.325/159.345	Orange	6400	Y
San Berdo	KXY-70	151.445/159.390	San Bernardino	6500	Y
King City	KHM-21	151.250/159.405	King City	5100	Y
Belmont	KVM-35	151.370/159.285	San Mateo	5200	G
Felton	KHM-20	" "	Santa Cruz	"	G
San Luis Ob	KXY-67	151.325/159.315	San Luis Obispo	5300	B
Morgan Hill	KHQ-61	151.400/159.375	Santa Clara	5400	G
Visalia	KXY-88	151.190/159.225	Tulare	4100	Y
Madera	KVZ-24	151.460/159.390	Madera	4200	Y
Merced	"	" "	Merced	"	Y
Mariposa	"	" "	Mariposa	"	Y
Sanger	KXY-69	151.385/159.270	Fresno	4300	Y
San Andreas	KXY-71	151.175/159.450	Calaveras	4400	B
Sutter	KXY-98	151.190/159.225	Amador	4500	B

Ventura County Fire Department

CDF Yellow Air Net	151.310
Air Tactics	166.675
Ventura Air/ground #1	154.010
Ventura Air/ground #2	154.325
Region 6 Air/ground Net	151.265

Kern County Fire Department

CDF Yellow Air Net	151.310
AD Forest Service	168.625
A/G Sequoia Net	168.775
A/G Los Padres Net	170.550

Santa Barbara County Fire Department

CDF Blue Air Net	151.280

OES-STATE OF CALIFORNIA

White Net #1	154.280
White Net #2	154.265
White Net #3	154.295

BOISE FIRE CACHE

Tactical-1	168.050
Tactical-2	168.200
Tactical-3	168.600
Command-Region 5	169.925/170.525 input
Command-1	168.700/170.000 input
Command-2	168.100/170.450 input
Command-3	168.675/169.200 input

USFS Air NETS

Air Dispatch	AD	168.625
Air Dispatch (R)	AD	168.025/168.625
Ground-to-Air	G/A	170.000
Air Tactics-1	A-1	166.675
Air Tactics-2	A-2	169.150
Air Tactics-3	A-3	169.200
UHF Air Dispatch link		415.550

PUBLIC SAFETY - WEST, SOUTHERN CALIFORNIA CONTINUE

Forest Service Forest Nets

Name of area	Call Sign	Frequency MHz	Site	Air Tactics Channel
Angeles	KME-22	171.575 R		A-3 (169.200)
		172.375		
		415.225 R	Lukens	
		415.325 R	Table Mt/J Stone	
		415.425 R	Los Pinetos	
Cleveland	KME-23	164.125 R	Boucher	A-1 (166.675)
		164.825	"	
		415.275 R	"	
		168.750 R	Los Pinos	
		170.500	"	
		415.425 R	"	
Los Padres	KME-21	170.550 R	Sizar Mt	A-1
		169.900	"	
		415.325 R	"	
		415.425 R	Santa Ynez	
		415.475 R	Frazier	
San Bernardino	KME-20	171.475 R	Keller Peak	A-2 (169.150)
		172.225	" "	
		415.475 R	" "	
		415.575 R	Pine Cove	
Sequoia	KMB-740	168.775 R	Park Ridge	A-2
		168.825	" "	
		415.225 R	" "	
		415.575 R	Jordan	
		415.375 R	Breckenridge	
Sierra	KME-26	171.400 R	Mt Bullion	A-3
		170.575	" "	
		415.475 R	" "	
		415.425 R	Mt Givens	
		415.325 R	Patterson Mtn	
Inyo	KMB-790	168.125 R	Silver Peak	A-1
		168.725	" "	
		415.475 R	" "	
		415.250 R	Mammoth	
		415.275 R	Cerro Gordo	
Eldorado	KMB-660	171.525 R		A-1
Klamath	KMB-680	164.175 R		A-1
Lassen	KMB-690	172.225 R		A-1
Mendocino	KMB-710	169.175 R		A-2
Modoc	KMB-700	168.750 R		A-3
Six Rivers	KMB-755	168.725 R		A-3
Plumas	KMD-780	170.550 R		A-2
Shasta	KME-25	171.575 R		A-3
Trinity	KME-25	164.800 R		A-2
Stanislaus	KME-24	168.750 R		A-2
Tahoe	KMB-760	168.775 R		A-3
Lake Tahoe Basin Management Unit		171.575 R		A-2

NATIONAL PARK SERVICE

Yosemite	172.025	A-2
"	171.650	"
"	172.775	"
Lassen	170.075	A-1
Sequoia-Kings	164.250	A-2
" "	164.750/171.750	"
Point Reyes	170.050	"

USFS

San Dimas Experimental Forest		169.175/169.975
Riverside Fire Lab		171.050/170.300
South Zone Dispatch	KMB-719	164.9125/166.5625/415.525
Air Tanker Net	KMB-719	168.625/415.550

BUREAU OF LAND MANAGEMENT

Susanville (CA)		166.4875
Bakersfield (CA)	KMC 494	166.375
Carson (NV)		169.400

USFS-Region VI

Winema NF 169.925 Rogue NF 169.175 Fremont NF 170.600
Siskiyou NF 171.425

USFS-Region IV

Toiyabe NF 169.875

Los Angeles County Fire Department

F-1	154.430	"LA"	(Dispatch)	Los Angeles Basin
F-2	154.340	"Valley"	(Dispatch)	San Gabriel Valley
F-3	154.400	"Antelope"	(Dispatch)	Antelope Valley
F-4	154.265		(Mutual Aid)	Portables
F-5	154.295	Command	(Mutual Aid)	Fire Fighting Net
F-6	154.280	mutual Aid	(Mutual Aid)	

UHF NET

F-1	470.3625	Antelope Valley Tactical
F-2	470.4125	San Dimas area tactical
F-3	470.4375	Central area tactical
F-4	470.4625	
F-5	470.4875	Southwest area tactical
F-6	470.5125	
F-7	470.5375	Santa Clarita area tactical
F-8	470.5625	
F-9	470.5875	
F-10	470.6125	
F-11	470.6375	Also used by South Bay Regional Communications
F-12	470.6625	

Los Angeles City Fire Department "OCD" Operations Control Division

F-1	506.3125	Emergency-1
F-2	506.5375	Emergency-2
F-3	506.9125	Emergency-3
F-4	507.1375	Rescue Ambulances
F-5	506.6375	Command (Repeater)
F-6	507.0125	Command (Repeater)
F-7	33.700	Dispatch: South of Mulholland Drive
F-8	33.820	Dispatch alternate
F-9	33.900	Dispatch for Valley
	33.560	" " "
F-10	33.940	Dispatch alternate
F-11	33.600	Command
F-12	33.480	Service/mechanics
F-13	33.520	Command (car-to-car)
F-14	33.860	Mutual Aid

USFS Misc.

Forestry hand crews	153.755
O.E.S.	154.220
Region 5 Fireline Net	168.200
Air/ground common freq.	170.000

Orange County Fire Department

F-1	46.140	KMG-941	Station 91
F-2	46.060		Mutual Aid
F-3	46.480		Command
F-4	46.420		Coordination
F-5	46.380		Airport Crash Crews

Search & Rescue, Police, Fire Helicopter Frequencies

122.75	Operations
122.90	Trainings
122.95	Operations
123.05	Operations
123.10	Operations

The preceding from Karl CA OR 022

International

Richard Stein, Editor

This column is for reporting two-way communications frequencies above 30 MHz, radio system details, monitoring experiences and any other information relating to monitoring in countries other than the United States and Canada.

Send to: Richard Stein, 456 Barrymore Pl., North Brunswick, NJ 08902.

During the past several months I have received a number of most interesting and informative letters from many of our International members. I have been able to share parts of these letters with you in the last couple of columns. Unfortunately, due to restrictions and prohibitions in some countries, certain specific data can not be published. I would like to thank all of those members with whom I've had the pleasure to exchange correspondence, and I would invite and encourage them to continue this most productive exchange.

•••••SWEDEN•••••

Rolf, one of our Swedish members, writes that he is an active monitor. He uses the following equipment:

1) SBE Sentinel 8 channel scanner, 75-80MHz for Police, Fire and ambulances

2) Midland-8 channel scanner, 40-41MHz for Coast Guard only

3) Regency Flight Scan, 118-136MHz

4) Handic UFH-006- 8 Channel scanner for Police in Malmö. Malmö, Göthenborg and Stockholm are the only cities using UHF for Police

5) Regency M-100-E (that is, a modified unit for Europe)
   Band 1 is 62-92 MHz for police, fire, ambulance,cabs
   Band 2 is 137-185 MHz for 2-meter hams,Navy,Air Force, Marine Radio and Business Band
   Band 3 is 390-410 MHz-special band for police in the three largest cities
   Band 4 is 410-543 MHz for mobile phone, business, military, guards, and cabs

Rolf reports that the M-100-E is adjusted to work on 110 and 220 volts. From his correspondence, the unit works very well.

I had queried Rolf on the list of Swedish frequencies published in "The World Radio Communications Guide" by Steve Handler, and specifically to what the "SYSTEM 70" referred. He has graciously supplied the following expanded and updated list of frequencies.

SYSTEM 70 is a band used by the Civil Defense during war. The frequencies are:

Channel one: 78.1125 Channel two: 78.5375
three: 79.7625 four: 79.9375
five: 79.9875

International (continued)

STOCKHOLM POLICE

Ch 1	168.7125	data check/car regist.	Ch 2	168.7625	HH units
3	168.8375	HH units	4	168.8875	car to car
5	168.9125	traffic	6	168.9625	special
7	168.6875	special	8	167.0625	underground police
9	167.4375	underground police	10	79.0125	HH car to car
11	79.1125	HH car to car	12	79.7625	radar speed trap

Stockholm fire: 78.7125

MALMÖ

Ch 1	79.3125	local Malmö	Ch 2	79.7875	data check cars,taxi
3	79.0125	special	4	79.8875	radar speed trap helicopter
5	79.9125	used to communicate with all cars and stations in the country			

•••UHF•••

Ch 1	410.050	base to car	Ch 2	410.150	HH and car to car
3	410.200	HH relay	4	411.850	radar speed trap

•••FIRE•••

Ch 1 78.8125 Ch 2 78.2375 Ch 3 77.3525

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MARKETPLACE

Members may advertise, free of charge, items wanted, items for sale and items for trade that are associated with the hobby of monitor radio listening above 30 MHz. No dealer ads accepted. Send to: Larry H. Brown, 1717 Leith St., Flint, MI 48506. RCMA assumes no responsibility for the outcome of any transactions between members resulting from ads in this column.

WANTED: Regency crystals (10.7 MHz) for these frequencies: 45.20, 46.42, 155.100, and 155.790. Will buy or trade for the following crystals: 37.10, 37.30, 39.52, 39.76, 44.74, 45.66, 152.21, 154.01, 154.07, 154.34, 155.130, 155.415, 155.61, 155.85, 155.67, 156.00, 158.73, and 453.425. Ed Soomre (MA-017), One Alcott Drive, Northboro, Mass. 01532. (617) 393-6052 after 6:00 p.m. EST.

WANTED: Bearcat 1 or 2 band (VHF-Hi or UHF band only) scanner. Would like this in good condition without crystals. I will pay UPS shipping. Dave McLaren, Rt. #2 County Line Rd., Rock Falls, Illinois 61071. (815) 626-5443 weekends only.

WANTED: Code sheets for <u>any</u> law enforcement & fire agency in California. I will pay any copy costs and postage. Jay Jones (CA-SA-004), 6010 Rutland Dr. Apt. 118, Carmichael, California 95608.

WANTED: Motorola or GE communications speakers, 8 ohm 10W. Ed Soomre (MA-017), 1 Alcott Dr., Northboro, Mass., 01532. (617) 393-6052 after 6:00 p.m. EST.

WANTED: Bearcat A-70 tri-band base monitor antenna. Mike Consalvo (CA-RI-011), 10060 Hillsborough Lane, Riverside, California 92503. (714) 785-0266.

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MA-041 Arthur Morrell, 46 Worcester St., South Bridge, MA 01561
MA-042 David H. Randall, PO Box 1109, South Lancaster, MA 01561
MA-043 John L. De Costa, 22 Laurel St., Watertown, MA 02172
MA-044 Byron C. Hastings, %U.C.R.B., Inc., 624 Canton St., Stroughton, MA 02072
MA-045 Mark Wolfgang, 63 Campbell Ave., Revere, MA 02151
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MO-016 Ronald Phillips, 1925 Baltimore, Kansas City, MO 64108
MS-005 W.P. Weathers, PT2 Box 172, Tishomingo, MS 38873
NH-010 Richard S. Akerman, Sr., 127 Franklin St., Rochester, NH 03867
NH-011 Mark A. Ouellette, 12 Millbrook Rd., Rollinsford, NH 03869
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NJ-040 Mountain Communications, Inc., 1728 Springfield Ave., Maplewood, NJ 07040
NJ-041 Murray H. Rothman, 909 Edgemoor Rd., Cherry Hill, NJ 08034
NJ-042 Joseph M. Stable, 124 Chuckanutt Dr., Oakland, NJ 07436
NJ-043 Walter O. Detwiler, 20 Second St., Park Ridge, NJ 07656
NJ-044 Joseph M. Stable, 124 Chuckanutt Dr., Oakland, NJ 07436
NJ-045 Kurt Westphal, 9 Orange Place, Wayne, NJ 07470
NJ-046 Drew Smith, 13 Alton Rd., Trenton, NJ 08619
NJ-047 Rinehart S. Potts, 1223 Glen Terrace, Glassboro, NJ 08028
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TX-033 Richard R. Rainbolt, 13362 Glenside Dr., Dallas, TX 75234
UT-002 Brad R. White, 3353 South 1300 East No. 344, Salt Lake City, UT 84106
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WV-010 Ronnie Booker, PO Box 207, Fayetteville, WV 25840
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CANA-045 G.P. Berg, 3 Droup St., Regina, Sask., S4R 4R7 Canada
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SWED-002 Rolf Schneider, Kopenhamnsvagen 9 A, 217 43 Malmo, Sweeden

AL 009 ROYD, HELEN M;705 DELLWOOD RD SE;HUNTSVILLE, AL 35802
AR 007 HARKINS, WILLIAM S;1400 E 'F' ST;RUSSELLVILLE, AR 72801
AR 008 HARE, DAVID J;11300 SOUTHRIDGE DR;LITTLEROCK, AR 72212
AZ 021 WARREN;SUN CITY, AZ
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CACO001 TUEFAR, BILL;546 WEBSTER ST;COLUSA, CA 95932
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FL 046 TAYLOR, EVERILL L;5614 BALBOA DR;ORLANDO, FL 32808
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IL 111 PUTMAN, R.A.;PO BOX 60;STERLING, IL 61081
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KS 012 GRADY, WILLIAM E;9109 W 72ND ST #303;MERRIAM, KS 66204
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MO 021 MORRIS, EARL;5007 COLUMBIA;ST LOUIS, MO 63139
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MS 007 FANCHER, BOB;PO BOX 7;DARLING, MS 38623
NB 003 DAMMAST, DON;1501 BEL AIR RD;NORFOLK, NB 68701
NC 017 EVANS JR, DR ROBERT C;3317 BOULDER CT;RALEIGH, NC 27607
NJ 049 MALONE, STEPHEN F;294 S WASHINGTON AVE #64
BERGENFIELD, NJ 07621
NJ 050 STARRANTINO, ROBERT J;22 FOMALHAUT AVE
TUNERSVILLE, NJ 08012

NJ 051 GOLDBERG, WARREN;226 WILDER ST;HILLSIDE, NJ 07205
NJ 052 CUPINGOOD, NATHAN I;16-D GLENWOOD DR;OLD BRIDGE, NJ 08857
NJ 053 JAFFE, ABRAHAM;A-8 127 W FARRELL AVE;TRENTON, NJ 08618
NJ 054 NELSON, GORDON;387 VICTORIA AVE;PISCATAWAY, NH 08854
NJ 055 SMITH, BRIAN;137 AMSTERDAM AVE;PASSAIC, NJ 07055
NJ 056 BARENBURG, HAROLD;457 FOREST AVE;PARAMUS, NJ 07652
NY 095 QUINN, RAMON R;373 FIFTH AVE;MANHATTAN, NY 10016
NY 096 ESPOSITO, MICHAEL;PO BOX 61;NEY YORK, NY 10011
NY 097 CORYELL, RALPH L;7246 S MAIN ST;OVID, NY 14521
NY 098 GRANT SR, JOSEPH T;803 SHAD CREEK RD;BROAD CHANNEL, NY 11693
NY 099 PURDY, ALLEN T;17 DUNWOODIE ST;YONKERS, NY 10704
NY 100 KLINEDINST, PHILIP M;838 PELHAMDALE AVE #2B
NEW ROCHELLE, NY 10801
NY 101 SMITH JR, JAMES C;160 E BISSELL ST;SYRACUSE, NY 13207
NY 102 KILMER, ROBERT A;PO BOX 15;CHENANGO BRIDGE, NY 13745
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PHILADELPHIA, PA 19103
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PA 057 MAMISCALCO, J.R.;545 PORT INDIAN RD;NORRIS TOWN, PA 19403
PA 058 ILLINGWORTH, THOMAS;7002 KEYSTONE ST;PHILADELPHIA, PA 19135
PA 059 SLAUGH, DONALD W;514 GRANT AVE EXT;WEST MIFFLIN, PA 15122
PA 060 GRANT, GENE;2043 S 22ND ST;PHILADELPHIA, PA 19145
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PA 062 MOORE, EDWARD J;3135 F ST;PHILADELPHIA, PA 19134
PA 063 FIELDS, R;PO BOX 87;BEAVERFALLS, PA 15010
PA 064 CUTSON, GEORGE A;1975 MICHIGAN AVE;WEST MIFFLIN, PA 15122
PA 065 VAVREK, LARRY;4641 WOODHILL DR;MUNHALL, PA 15120
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TX 034 SUDDUTH, FRED;406 DENISE DR;MARSHALL, TX 75670
TX 035 ASHWORTH, JACKIE;301 VICKSBURG;TYLER, TX 75703
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TX 039 CANALES, C.A.;PO BOX 463;BENAVIDES, TX 78341
TX 040 CUNNINGHAM III, WILLIAM E;11971 GREENVILLE AVE #2070
DALLAS, TX 75243
VA 028 PAQUETTE, BRUCE A;4327 RAVENSWORTH RD #407
ANNANDALE, VA 22003
VA 029 BAXTER JR, EMMETT L;424 W 22ND ST;NORFORK, VA 23517
WI 016 HARKE, WAYNE H;RR 1;MARKESAN, WI 53946
WV 011 WOOD, STANLEY;BOX 188;KENOVA, WV 25530
WY 004 DARR, JOHN W;6811 MORELAND;CHEYENNE, WY 82001
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RCMA had 1653 members in 50 ststes and 10 foreign countries

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ALASKA	1	LOUISIANA	12	OHIO	60
ARIZONA	21	MAINE	11	OKLAHOMA	15
ARKANSAS	9	MARYLAND	20	OREGON	16
CALIFORNIA	564	MASSACHUSETTS ...	55	PENNSYLVANIA	64
COLORADO	17	MICHIGAN	44	RHODE ISLAND	4
CONNECTICUT ...	23	MINNESOTA	18	SOUTH CAROLINA ..	7
DELAWARE	5	MISSISSIPPI	7	SOUTH DAKOTA	1
DC	2	MISSOURI	20	TENNESSEE	9
FLORIDA	49	MONTANA	1	TEXAS	40
GEORGIA	18	NEBRASKA	3	UTAH	2
HAWAII	2	NEVADA	4	VERMONT	1
IDAHO	2	NEW HAMPSHIRE ...	10	VIRGINIA	28
ILLINOIS	115	NEW JERSEY	56	WASHINGTON	16
INDIANA	29	NEW MEXICO	1	WEST VIRGINIA ...	11
IOWA	14	NEW YORK	96	WISCONSIN	15
KANSAS	12	NORTH CAROLINA ..	16	WYOMING	4
BERMUDA.....	1	ICELAND.....	1	NEW ZEALAND.....	1
CANADA.....	47	MEXICO.....	1	PUERTO RICO.....	1
ENGLAND.....	2	N. IRELAND.....	2	SAUDI ARABIA.....	1
				SWEDEN.....	2

The Editor's Column (continued)

Each column editor must be willing to have his address published in each issue of the Newsletter and receive mail directly from members. Each editor must be able to supply clean typewritten copy each month and on time with a minimum of spelling and grammatical errors. If you are even slightly interested or would like more information, please write to Chuck Gysi, P.O. Box 216, Willow Grove, PA 19090. A typewritten letter to Chuck would be appropriate in order for him to evaluate typing skills and typewriters.

FEDERAL FREQUENCY DIRECTORY

Bob Grove, our Military/Federal Gov't column editor, has recently published a directory that will certainly interest federal frequency listeners. It will be advertised several times over the next few months in the RCMA Newsletter. Several Southern California members with whom I talk frequently have received their copies and are pleased with it. I too am pleased with my copy. It was obviously reproduced from a computer printout and probably from an official government IRAC computer tape. The extent of information for each entry in his directory is, no doubt, more brief than in the original tape. To have included all the information for each entry would presumably have made the directory so large and so expensive that it would sell to considerably fewer people. I personally would have been willing to pay three times ($45-$50) as much if each entry had three times as much information in it. As it is printed, each entry contains Frequency, Agency, State and City/Military Base and it is common to have a number of entries for each frequency. No other directory like this one is offered to the public and it is a must for any federal frequency listener. It covers 2 to 420 MHz.

CODE 20
RADIO DIRECTORY

- State/County Public Safety 2-Way Radio Systems
- Intersystem & Tactical State-Wide Networks
- National Disaster/Distress Frequencies
- State & National 10-Codes
- Radio Band Frequency List
- Monitoring & The Law
- Channel #s / System Uses
- State Troopers/Highway Patrol
- Civil Defense/Search & Rescue
- County Sheriffs/Fish & Game
- Turnpike Authorities
- Department of Motor Vehicles
- Forest Rangers/Indian Affairs
- Correctional Institutions
- Radar Communications
- CB Calls for State Patrols

By Nathan Young
RCMA #FL-021

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MAIL TO: Send Check or Money Order with Order To: - paid advertisement -
CODE 20 RADIO DIRECTORY
POST OFFICE BOX 4033
WARRINGTON, FLORIDA 32507

ADVERTISING GUIDELINES

1. Ads for products or services must relate to the hobby of monitor radio listening above 30 MHz (excluding TV and 88-108 MHz FM) such as receivers, crystals, antenna systems (antennas, coax, coax fittings, coax switches, supporting structures, rotators, pre-amplifiers, etc.), carrier operated relays, frequency counters and RF signal generators (both must be capable of operating at least to 512 MHz), converters, external synthesized oscillators, frequency references, books, appropriate tape recorders, appropriate computer hardware/software, CRT and hard copy readouts for ASCII, etc.

2. Ads that will not be accepted include frequency lists that reveal "sensitive" or classified frequencies, unscramblers and any other products that are not in the best interest of the club or hobby.

3. Equipment/hardware ads should not include prices. Readers must contact the advertiser for prices.

4. Books, frequency lists and other printed matter can include prices.

5. The Board of Directors shall reserve the right to reject any advertising copy if it so chooses.

6. Whenever possible, products or services should be described in an informative, educational manner.

7. The amount of advertising in the Newsletter shall never exceed 12.5%, not counting the cover in the page count.

8. Space for advertising shall be sold only by the ¼ page, ½ page and full page. No advertiser may have more than the equivalent of one page of advertising per issue.

9. All advertisements will be enclosed in a rectangular box which will be added free for advertisers who do not include a box. Advertising must fit "comfortably" within the confines of the box. The box size for a ¼ page ad is 7 inches wide by 2-3/4 inches high. The box size for a ½ page ad is 7 inches wide by 5-3/4 inches high. The box size for a full page ad is 7 inches wide by 11-3/4 inches high.

10. Advertisers must supply camera ready copy.

11. Location of advertising within the Newsletter: No ads shall appear on the cover, inside or out, or on any of the first 10 pages. The location of advertisements within these limits shall be at the discretion of the Newsletter editor.

12. Advertising rates: $36 for a full page ad, $20 for a one-half page ad and $12 for a one-quarter page ad.

13. Payment for advertising: Checks or money orders must be made payable to "RCMA" and accompany the advertising copy.

14. Advertisers must send their copy and payment to the RCMA Advertising Chairman

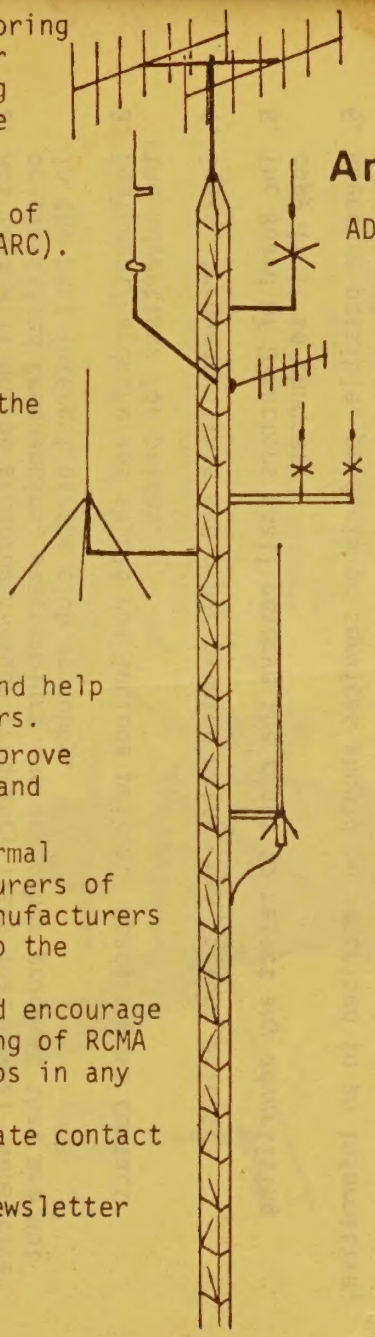
Advertising Manager

Michael Iacono
P.O. Box 145 RCMA
Medford, MA 02115

The Radio Communications Monitoring Association is a radio club for persons interested in listening to two-way communications above 30 MHz as a hobby. RCMA was founded in May 1975 and is a Full Member of the Association of North American Radio Clubs (ANARC).

The goals of RCMA are:

1) To provide a fraternity for those who seriously pursue the hobby of monitor radio listening.
2) To try to be knowledgeable about two-way radio systems and operations.
3) To promote an understanding of the legal and ethical uses of monitor receivers.
4) To share information with and help other monitor radio listeners.
5) To try to understand and improve receivers, antenna systems and related equipment.
6) To offer suggestions and formal recommendations to manufacturers of monitor receivers and to manufacturers of other products related to the hobby.
7) To offer suggestions for and encourage the organizing and conducting of RCMA meetings and tours for groups in any geographic area.
8) To encourage and to facilitate contact between members.
9) To publish a regular club newsletter devoted to the hobby.



RCMA
P.O. Box 4563
Anaheim, CA 92803

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